

THE AUTOMOBILE

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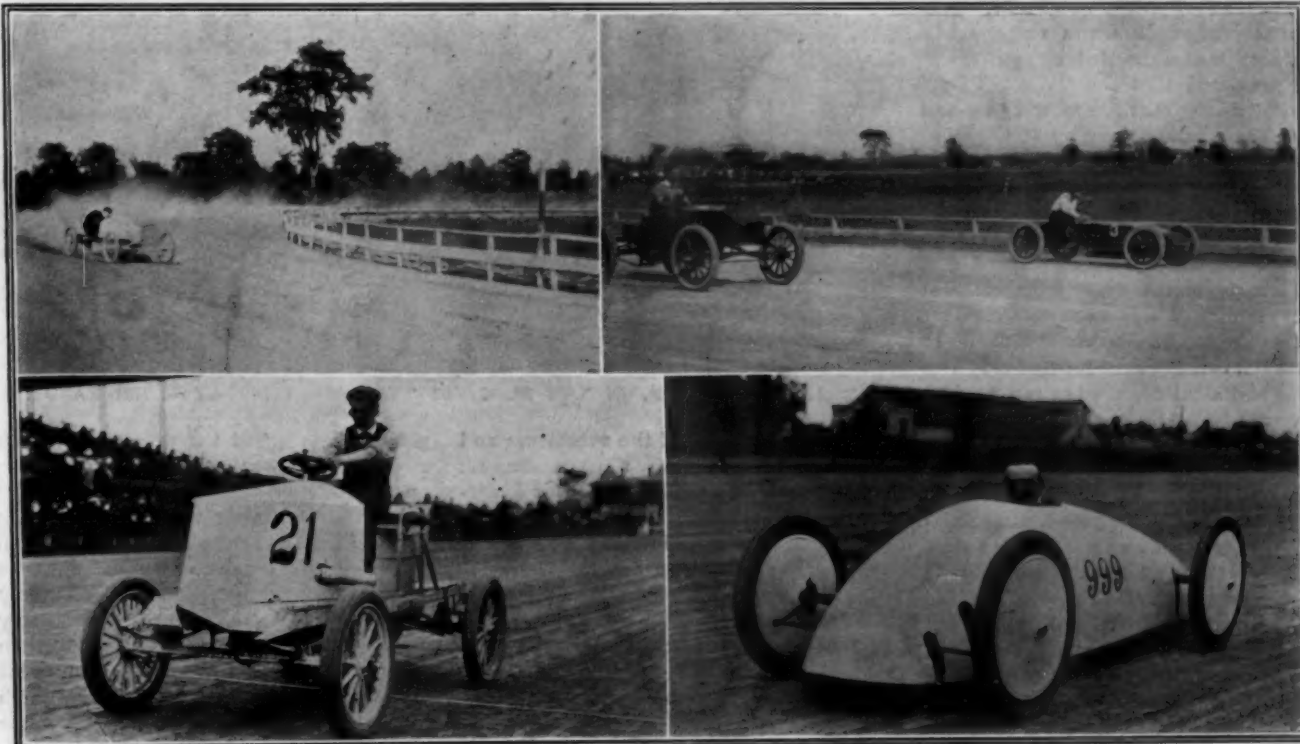
Stirring Sport at the Cleveland Races.

Greatest Aggregation of Special Racing Cars of All Motive Powers ever seen in America Compete for Supremacy, but Oldfield Carries off First Honors.

CLEVELAND, Sept. 5.—There were several disappointing features in connection with Cleveland's two-day meet, the second automobile tournament held under the auspices of the Cleveland Automobile Club, but on the whole

events where there had been a dozen or more entries, only three or four lined up for the start. A number of cars that had been promised never put in an appearance at the track, while others were thrown out of the running either by accidents prior

famous racing car, Bullet II, and the champion driver of America, Barney Oldfield, were doomed to disappointment from the start, for while training on the road a few days ago, Winton's Gordon Bennett car was disabled through a bent



Charles Schmidt in "Gray Wolf" just before Thursday's Accident.
Arthur Scalle in the New White "Snail" Steam Racer.

Barney Oldfield in "Baby Bullet" Winning from W. C. Schroeder in Stearns "Dragon."
W. C. Baker in New Electric "Torpedo Kid" which ran into fence.

INTERESTING INCIDENTS AND NEW RACING CARS CAUGHT AT CLEVELAND RACES LAST FRIDAY AND SATURDAY.

the affair may be said to have been a success. The proportion of actual starters in the events compared with the number of entries was woefully small. In a number of events less than half of those who entered came to the tape, while in other

to the races or by difficulties that developed in the mechanism on the first day.

The Cleveland enthusiasts who had counted on seeing broken records galore through the unique combination of one of the fastest tracks in the country, the

axle and it was unable to appear. Oldfield did his best with the smaller four-cylinder Gordon Bennett car, now semi-officially known as the "Baby Bullet," and succeeded in annexing new records in the 1,800-pound class, and demonstrated by

repeated victories that the little car was the fastest at the meet.

The Packard Motor Car Company's new racer, the Gray Wolf, was disabled through an unfortunate accident while the car was being tried out on the track on Thursday afternoon, mentioned in another column. Experts who have examined the car and have seen it in trial spins, say that it is certain to make a reputation for itself if given a fair chance in competition. The Peerless Motor Car Company did not start either of its racers, although it was expected that they would appear the second day.

NEW RACING CARS APPEAR.

As was the case with the Cleveland meet last year, several new Cleveland-built cars made their debut before the racing-loving public. The report that the White Sewing Machine Company was building two new special racers, brought forth the prediction from advocates of steam power, that the new Whites would prove a pronounced surprise, if they did not even sweep the boards. Last year the Whites turned out two freak machines which not only had things their own way in the class races for steam cars, but also made astonishingly good showings in the handicap and open events. It was learned that the Whites had shipped the cars over to Detroit and raced them secretly at Grosse Point, where both machines ran miles in 1:04. When this report became noised about, it was freely predicted that the "White Snail" and the "White Turtle," as the cars had been dubbed, would show up at the front not only in the handicap events but in the opens as well. But it was not steam weather. Neither car behaved satisfactorily in competition. At times they showed astonishing bursts of speed and seemed fairly to run away from some of the big gasoline cars, but the next moment the speed would drop. As the result of this uneven running they secured only two seconds and a third. On the second day, however, the "Turtle" redeemed itself in a measure by lowering records from one to ten miles.

Walter Baker's new electric, "Torpedo Kid," was another machine—it can hardly be called a car—of which great things were expected. It made a much better showing than did the original "Torpedo" at the Cleveland meet last year, and while it was defeated in the one-mile event for electrics by the Waverley car, it showed itself the fastest 800-pound machine in any class and also succeeded in lowering the five-mile record for electrics from 8:40 to 6:29 3-5. But its career was cut short so far as the Cleveland races were concerned by an accident which for the moment seemed likely to be a repetition of that terribly fatal accident which marked the debut of the original "Torpedo" at Staten Island in May last year. As it was several persons received sundry sprains and bruises, but fortunately no one was seriously injured.

THE "TORPEDO KID" ACCIDENT.

The accident occurred Saturday afternoon in the last lap of the five-mile race for electrics. There were but three starters—D. Chisholm, in the Torpedo Kid; Walter Baker, in a Baker runabout, and E. W. Gilbert, in a Waverley. During the first three miles the "Kid" and the Waverley put up a fine race, distancing the other competitor and making a running fight for the lead. On the turns the Waverley would gain but on the stretches the Torpedo well merited its name. In the fourth mile the Torpedo had the pole and passed the grandstand slightly in the lead. Then Gilbert made a faster dash in a supreme effort to wrest the pole from the white freak. At the head of the turn he swept in front of the Torpedo; the spectators heard a slight crash and every one held his breath as the flying Torpedo swerved and dashed apparently almost at right angles into the crowd along the fence at the track side. There was a cloud of dust,

driver, seeing that he could not stop the car, ducked his head below the upper surface of the body and escaped uninjured passing under the fence without touching it. With excellent presence of mind, he had set the brakes and shut off the power, checking the speed of the car considerably. The Torpedo itself was very little damaged. Two wheels were broken off and the shell was injured, but the mechanism was not broken. The accident was caused by the left rear wheel of the Waverley striking the front right wheel of the Torpedo in passing. It might possibly have been the result of unskilful driving, but no actual blame could be attached to either driver. The front wheel of the Torpedo was instantly demolished.

MANY VICTORIES FOR OLDFIELD.

The events of both days added to the victories standing to the credit of Barney Oldfield, and they also added to his reputation as a daring and even reckless driver. In both record-breaking work and in com-



WALTER C. BAKER, IN THE ELECTRIC "TORPEDO KID," AT CLOSE RANGE.

a sudden scattering of the spectators and a mighty groan from the grandstand. Some one sent in a general call for ambulances and hundreds of people left the stands and railings and rushed to the scene, expecting to find many dead and injured. But seemingly by a miracle only four persons were struck by the car in its erratic flight. Two were merely bruised and their names were not secured. C. L. Turgeon, of Cleveland, was knocked insensible and it was thought he had sustained a broken leg. He was taken home in an ambulance. It was learned later that his injuries included only a bruised hip and a badly bruised head. Walter Stone, another spectator, was knocked unconscious, but later it was found that he was not injured and suffered only from the shock.

The fact that the Torpedo is built unusually low enabled it to go under the fence without injury. Chisholm, the

petition he hugged the pole on the back stretch and lower curve then ran wide on the stretch, almost grazing the outer fence when crossing the tape, and then turned sharply to the pole at the first turn. The visiting Frenchmen hugged the pole all the way around, running wide only when passing a competitor. In every case Oldfield drove farther to the lap than the foreigners, but in every open event the Frenchmen trailed down the stretch taking Oldfield's dust, and only in the handicaps did he fail to carry off the cup. Six firsts and a whole string of broken records for the 1,800-pound class are the laurels which Oldfield adds to his list as the result of the Cleveland meet.

THE STEARNS "DRAGON" A SURPRISE.

In the handicap events the semi-racing car built by the F. B. Stearns Company, proved a decided surprise. Although having a standard Stearns 24-horsepower mechanism, the car made a remarkable



OLDFIELD IN THE "BABY BULLET" AND GROUP OF TRACK OFFICIALS.

showing in competition with others ranging from 40 to 80 horsepower. The handicapper underestimated the speed of the Stearns, which, on account of its tremendous and never-ceasing roar, has been dubbed "The Dragon," and it fairly ran away with the ten-mile handicap on the second day and cleverly defeated one of the Frenchmen in the same event on the first day.

BIG CROWD SEES FRIDAY'S RACES.

The weather on the first day, Friday, September 4, was warm and balmy and despite the fact that it was not a holiday, the crowd completely filled the big grandstand. The fame of the sport at the meet last year brought out thousands of people interested in other live sports, and, as was the case last year, the society people lent the influence of their presence to the new sport, which promises to be a permanent institution with the best class of people.

As a starter for the day's sport, A. R. Pardington, on behalf of admirers of Barney Oldfield, presented the latter with a championship medal of gold and platinum.

A WIN FOR THE "PIRATE."

The first event was a two-mile race for 1,000-pound cars and under. There were four starters. Wurgis, of Detroit, with the Olds "Pirate;" F. Prong, of Detroit,

with an Olds; W. E. Stone, with the light racing car built by Otto Konigslow, of Cleveland, and dubbed the "Ottokar;" and W. C. Baker, with the Torpedo. The Pirate made a very fast start and the Torpedo a very slow one. Baker waved good-bye after the other competitors as they left him, but their lead was not for long, as the Torpedo caught up quickly after rounding the turn. The Baker "Kid" caught the Ottokar on the second round but the "Pirate" drew away on the stretch and finished 28 seconds to the good.

Four large touring cars, each carrying three passengers and the driver, lined up for the five-mile handicap for club members. William Wright, in a Toledo, with one minute handicap, opened up a big gap on the Ottokar which had a handicap of thirty seconds. One of the Whites from scratch caught the Ottokar without effort. The White ran wild and the Stearns, from the 30-second mark, gained a lead which was never lost during the rest of the race. The Stearns passed the Toledo in the third mile. As the latter passed the grandstand, a tire blew up, putting the car out of the race. The White continued to act badly and finished behind the Ottokar.

OLDFIELD WINS THREE OPEN RACES.

The big cars that lined up for the five-mile, for 1,800-pound cars and under, made

a noise like a sham battle. It was a peculiar looking assemblage. There was the low and long "Baby Bullet," built like a dashund, the rakish Pirate, the White "Snail" resembling a small snow plow on wheels, Jules Sincholle with his red Darracq, Henri Page with his aluminum finished Decauville, and W. C. Schroeder with his black "Dragon." At the start, the White fairly sailed away from its competitors, but a good race was spoiled by a breakdown in its machinery which forced the White out of the race. Oldfield, who started slowly, passed the other competitors before the finish of the first mile, and then it was all over but the shouting, for he won as he pleased. The second and fourth miles made by Oldfield were caught at one minute flat and the announcement brought a round of applause. The Pirate was second.

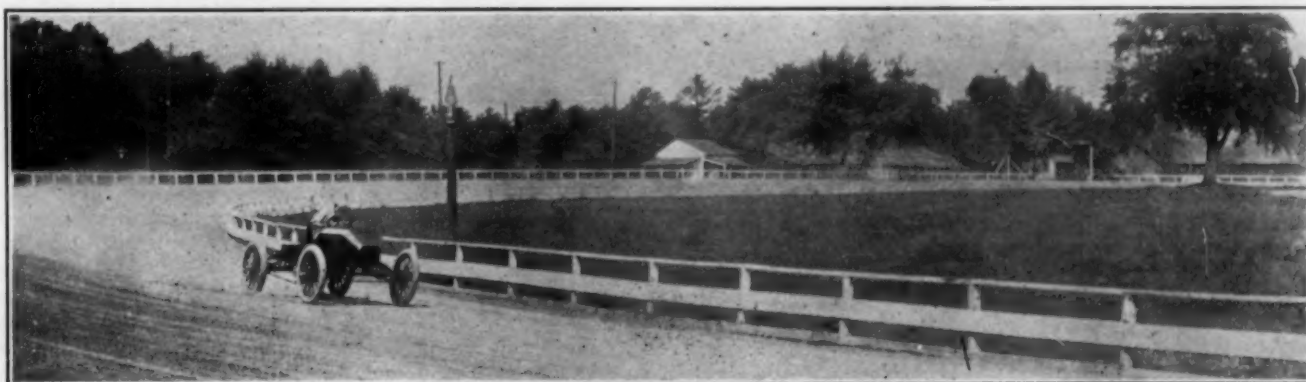
The ten-mile open brought out practically the same field. In this the Frenchmen got away in the lead but were passed by Wurgis and Oldfield in the first mile.

The Pirate was hugging the pole and Oldfield, driving close to the outer fence, passed it at the tape. At the end of the fourth mile, Oldfield had gained an eighth of a mile on the Pirate, which was the same distance ahead of Sincholle in the Darracq. In the fifth mile Oldfield lapped the Stearns; in the eighth the Decauville, and in the ninth the White. The Pirate was also passing the tail-enders in the wake of the Bullet, but just as it crossed the tape at the end of the ninth mile, a piece of its machinery broke, throwing parts about the track in front of the stand. The Olds people at once telegraphed to the factory, but were unable to repair the car in time for Saturday's races.

The five-mile open for the manufacturers' challenge cup was also a clean sweep for the Baby Bullet. In this race the White "Turtle" was substituted for the "Snail," and, like its companion steamer, it belied its name and jumped into the lead at the start. It was overhauled at the half by Oldfield, and then the excitement was over, for the "Baby" distanced the field and won easily.

SCHROEDER WINS HANDICAP IN "DRAGON."

In the ten-mile handicap the Olds had the limit of three minutes; Charles Myers,



W. C. SCHROEDER GOING A MILE A MINUTE IN THE NEW STEARNS 24-H.P. "DRAGON" ON GLENVILLE TRACK.

with the Rainey Special, two minutes; Schroeder, in the Stearns, one and one-half minutes; Hedges, in the White Snail, one minute; Henri Page, in the Decauville, thirty seconds, and Oldfield, in the Baby Bullet, was on scratch. The Olds got a start of two miles and the Stearns and the Decauville one mile each before Oldfield was given the word. For several miles Oldfield ran the "Baby" full speed, overhauling the others in rapid succession, but on the seventh mile something went wrong with the machine and he slowed down, though not before he had negotiated one mile in 59 3-4 seconds, which is the best the little machine has ever done. Schroeder (Stearns) won handily from Page (Decauville), with Prong (Olds) third. The winner's time was 12:39 3-5.

The last race of the day was the one-mile for electrics. The Waverley was an easy winner, as the "Torpedo Kid" failed to start promptly and was unable to overhaul the winner.

OLDFIELD DEFEATS SCHROEDER SATURDAY.

The weather on the second day was cold and rather threatening and the crowd was not as large as on the first day. Still the big grandstand was full and the attendance would have been a credit to a trotting matinee. As the result of the accident to the Pirate, this speedy little machine was withdrawn from the list of competitors. But to make up for it, both of the White steamers had been put into good condition and were started in all the events to which they were eligible.

The first event was a novelty, a mile open in mile heats. There were but two starters, Oldfield in the Baby Bullet and Schroeder with the Stearns. In the first heat Oldfield started slowly, but passed his man before the half, and from there in he showed his great skill as a driver by keeping just alongside of his competitor and finishing almost neck and neck, taking care, however, to see that the long nose of the "Baby" crossed the tape before the square hood of the "Dragon." The time was 1:12 1-5.

In the second and final heat, Oldfield opened the throttle wide and fairly ran away from Schroeder, winning by more than 500 yards in 1:06.

BAKER WINS IN THE TORPEDO.

The second event was a two-mile race for cars weighing less than 800 pounds. There were three starters, W. C. Baker, with the Torpedo, W. Wingle, of Detroit, in an Olds, and B. J. Ruetineck in an Orient Buckboard. As usual, Baker started slowly, but the Torpedo soon got under way, passed the Buckboard at the half and closed upon the Olds a quarter of a mile from the finish. They came down the stretch side by side, with the long-nosed Torpedo a trifle ahead as they crossed the tape. The time was 2:57 4-5. The second mile was made in 2:22, which is very fast for an electric.

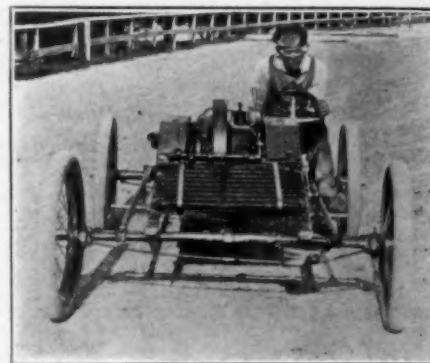
STAR EVENT OF THE MEET.

The third event was one of the star races of the meet. It was a five-mile race with six starters Oldfield, the two Whites, the Two Frenchmen, and the Stearns. The Whites jumped away in the start but Sincholle (the Darracq) passed them at the half. Oldfield caught Page (Decauville) on the second mile, but Sincholle continued to hold the lead. For two miles it looked as if Oldfield had met his match, and as the two came down the stretch neck and neck, the crowd set up a wild cheer of encouragement for the American. A short distance from the tape the "Baby" seemed fairly to jump to the front and she won out by half a length. The White "Turtle" was nearly half a mile to the bad while Page and the "Snail" followed in order. Oldfield's time was 5:23.

SINCHOLLE WINS TEN-MILE HANDICAP.

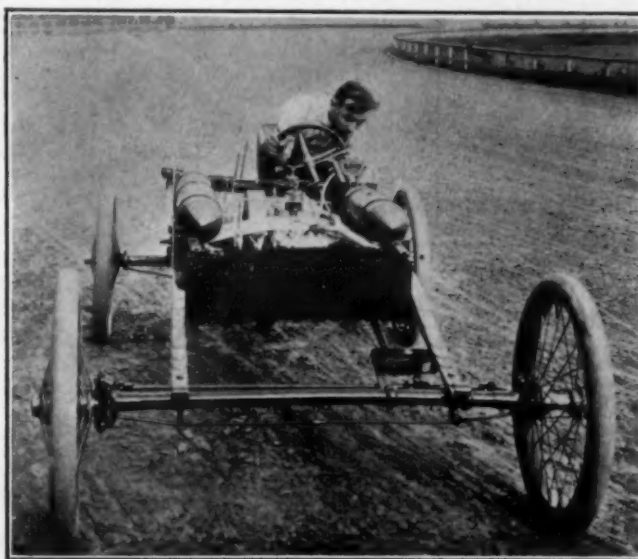
In the ten-mile handicap, the three-minute limit was drawn by Charles Myer, with the Rainey Special. Myer had trouble and the lead availed him nothing. Schroeder had two minutes, while the two Whites were both on the 1 1-2 minute mark. The two Frenchmen had a minute each, with Oldfield on scratch. Schroeder and the two Whites made a mile before Oldfield started. For three miles the Stearns maintained the lead, and then the White "Snail" and Sincholle passed. Something went wrong with the bonnet on Page's Decauville and he drew out at the side, ripped off the bonnet and again started,

them, for much to the horror of every one he swept in front of them, missing the White car, it seemed, by only a few inches. Scaife (White) saw his danger and swerved a trifle. In the eighth mile Sincholle again had trouble with his machine and slowed up and it looked easy for the White.



F. PRONG IN THE OLDS RUNABOUT.

But when victory was right in its grasp, the Snail slowed down and the Frenchman caught up and passed. Oldfield was nearly half a mile behind, having gained more than half a mile. Sincholle was a mile and a quarter to the good before Oldfield fairly started. Through some error in checking, the officials caught Page second and Oldfield third. The members of the press all made Oldfield second, the Stearns third and Page last, he having made one less lap than the others through the loss of his bonnet. But as there was



DAN WURGIS IN THE OLDS "PIRATE."

Holders of new 10-Mile Record of 11:07 2-5 in 1000-Pound Class.

losing considerable time but gaining a round of applause for his sportsmanlike move. The Snail and the Darracq were fighting it down the stretch when Oldfield came tearing around on the outside close to the fence. Either he underestimated the speed of the opponents or he did not realize how close he was to

but one prize, no protest was made over the error. Sincholle was the most surprised man in the crowd when the officials announced that he had won. His countrymen fairly lifted him out of his car amid a round of applause from the audience. Sincholle's time was 11:52 3-5, while Oldfield's time from scratch was 10:27 4-5.

OLDFIELD WINS PURSUIT RACE.

Only three men started in the ten-mile Australian pursuit race—Oldfield at the half, Schroeder at the three-quarters and Page at the tape. As soon as a driver was passed he had to drop out. Oldfield passed Schroeder at 1 3-4 miles and caught Page at the completion of the latter's sixth mile, winning at the tape in a grandstand finish. Schroeder was at a decided disadvantage by being placed with a fast machine only a quarter ahead and behind him. Page would have had to gain half a mile to catch Oldfield, while Oldfield had to gain the same distance to catch Page, but Oldfield was obliged to gain a quarter of a mile to overtake Schroeder, and of course soon put him out of the running. Oldfield's time for 6 7-16 miles was 6:55.

Then came the five-mile race for electrics and the accident to the Torpedo Kid previously described. As usual the Kid accelerated slowly, but for more than three miles there was a battle royal between the

L. S. Hedges, with the White Turtle went for the ten-mile record for steamers and did the trick with apparent ease. His time for five miles was 6:07 3-4; former record, 6:24. For ten miles, 12:20 4-5; former record, 14:06.

Barney Oldfield then went for the ten-mile record, but a tire gave him trouble and he stopped at the end of the eighth mile. His time by miles, which are not records, follows:

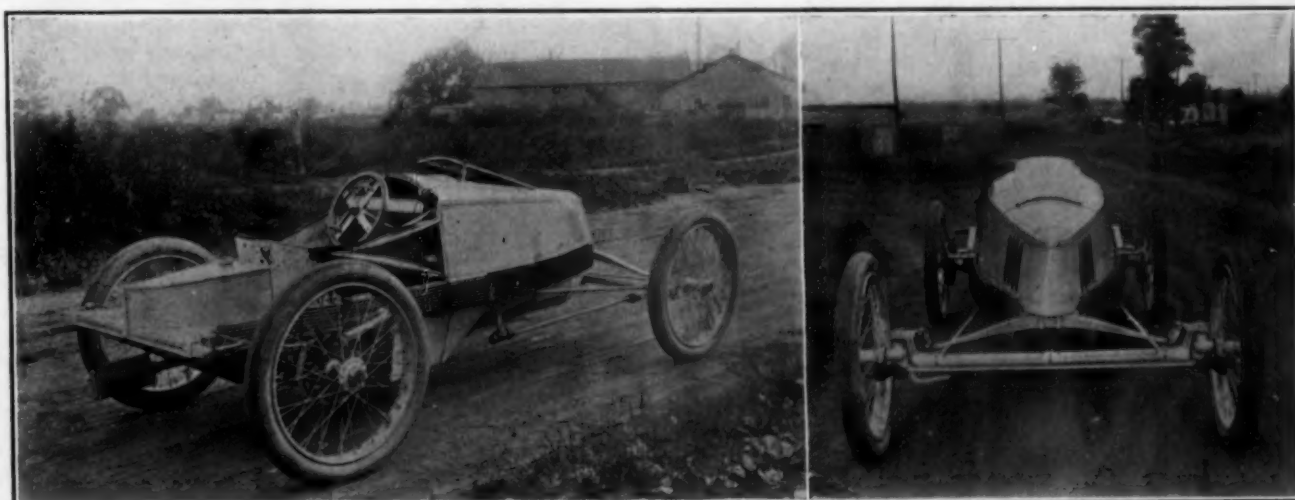
One mile, 1:04 4-5; two miles, 2:03 2-5; three miles, 3:04 4-5; four miles, 4:06 2-5; five miles, 5:08; six miles, 6:08 2-5; seven miles, 7:08 3-5; eight miles, 8:09 2-5.

Notes of the Meet.

On Thursday afternoon, September 3, Charles Schmidt, driving the new Packard 25-horsepower racer called the "Gray Wolf," as the new machine had been dubbed, was warming out upon a crowded track prior to the opening races. He had made several complete circuits of the mile

stand showed him to be suffering from three broken ribs. He very much regrets the accident which barred him from the opening of the circuit at Cleveland, but will in all probability appear with his car at the races in Syracuse. The car was not wrecked, but the damage to the radiator was such as to prevent its being repaired in time for it to be used in the races on Friday and Saturday. Every effort was made to have it in shape and a driver to operate it in the Detroit races September 7 and 8.

Almost simultaneously with the accident to Schmidt and the Packard car, Barney Oldfield came to grief with the Winton Bullet No. 2; the redoubtable Barney, however, escaped unscathed, owing largely to his unflinching nerve and presence of mind. Oldfield had just covered a mile in 1:00 1-3 and was well on his way for another fast mile when the tire on the left front wheel of his car exploded. The big eight-cylinder racer whirled completely around on the track and stopped; there was



REAR QUARTER AND BOW VIEWS OF NEW PACKARD "GRAY WOLF" RACER DAMAGED AT GLENVILLE TRACK.

Waverley and the Kid, and then, in the fourth mile, the Baker machine was struck and swerved into the crowd. The Waverley soon stopped and went back to the scene of the accident. Walter Baker, in a standard Baker runabout, finished and was awarded the race although he was clearly outclassed.

Too liberal a handicap gave the ten-mile handicap to Schroeder in the Stearns. He had made two miles before Oldfield started. In this event the White Turtle made a great showing and finished second with a handicap of 1.30. Oldfield drove the ten miles in 10:55, but the handicap was too great and Schroeder won with ease. His time was 12:21 4-5.

RECORD-BREAKING ENDS THE MEET.

Moffett, with an Orient Buckboard, made a mile in 2:03, creating a world's record for an automobile weighing less than 500 pounds.

track, averaging between 1:04 and 1:05, but stopped to make an adjustment preparatory to going against the watch for a fast trial. When he started again the track was still more crowded, but he thought it his only chance to really try his car, and decided to take the hazard for one or two laps. He got away on a flying mile in splendid shape, doing the first half in the unofficial time of 27 seconds flat. Entering the upper turn, he saw a large touring car on the track, which turned toward the outer fence and obliging Mr. Schmidt to make a sudden swerve toward the inside pole; which at his terrific speed resulted in the car swinging completely around and striking the fence broadside on the right side. The car tore away about sixteen feet of the fence and half a dozen posts and threw Mr. Schmidt about twenty feet into the center of the enclosure. He was instantly upon his feet, thinking himself unhurt, but examination at the grand-

a big smooch of yellow dust, and spectators were spellbound, fearing the worst. The dust drifted idly across to the infield, and the men who ran to see found Barney still the master of his car, sitting serene and unshaken. The matter of having his car whirl around with him and stop short while traveling at a speed of sixty miles an hour perhaps made him bite a little harder on his cigar, but he was not visibly affected by the sudden call upon his courage and presence of mind.

Oldfield's driving with the Winton "Pup" electrified the Clevelanders as thoroughly as that daring driver has thrilled other crowds by faster and more spectacular racing in the Ford-Cooper "999." Though in none of his races at the two-days' meet did he approach his previous performances at Yonkers, Columbus or Louisville, as far as the matter of spectacular driving is concerned, the Forest City

people enjoyed more than one genuine hair-raising thrill as the hatless and begoggled Barney, leaning far over his low Winton racer and guiding it by one hand on the steering wheel above his shoulder, fairly flew past the grandstand under the very noses of those who leaned over the fence at the outside of the track.

The little Baker electric racer, called the "Torpedo Kid," created considerable amusement, and won much praise as well, and the deplorable accident to it in the last race on Saturday was regretted by all. The odd-looking little car was always slow in getting away at the start and the rail-birds at the track side were wont to say funny things to its driver as he meandered away from the tape very much "to the bad" as compared to the quick-starting gasoline cars. When the "Kid" got under way, however, it sneaked along at a lively clip, and when it made up its lost time and passed its competitors there was a deal of shouting and much laughing. The "Torpedo Kid" was in every line the typical "scoot wagon"; it made no noise but just scooted—after it got started.

The little 24-horsepower Stearns racer was particularly noisy, even more so than the 40-horsepower Darracq, and fools who came to scoff found it useless to say anything while the Stearns had the floor. Noisiness was not the only forte of this newest racer, however, for it proved itself able to "go some," too.

The Oldsmobile "Pirate" gave a good account of itself and was quite popular with the crowd; on Friday it surprised everybody by repeatedly defeating the two French racers.

The Peerless racers were conspicuous—by their absence. The public was anxious to see one of the Gordon Bennett team in competition with Barney Oldfield, but being anxious didn't do any good, for Mr. Mooers stayed at home.

Referee Pardington made very good use of his briar pipe; he could smoke up when starter Ezra Kirk's pistol refused to work or the band forgot to play.

Barney Oldfield did not wear his red leather coat; it wasn't "windy" enough to make it a necessity.

Clerk of the Course Haskins used a neat little Baker electric runabout to assist him in his duties on the track.

When Chisholm "went bad" with the Baker "Kid," due to being fouled by Gilbert in his Waverley, a plump gentleman by the name of M. T. Pond found the wildcat racer bearing directly down at him where he sat on the top rail of the fence. Pond sat still and gasped, while his companions were falling over each other getting out of harm's way. Then the racer smashed through the rail between Pond's feet where they rested on it, upsetting that

worthy and bringing him down from his perch sprawling over the tail of the torpedo body of the car as it plunged down the embankment and stopped after striking C. L. Turgeon. Pond scrambled to his feet, picked up his hat, pulled down his vest and then climbed back to the fence. A crowd gathered in a trice about the injured man, and after he had been removed to the hospital and the wrecked racer was taken away, one of Pond's cronies found him. He still held in his hand a bit of the red and white oilcloth covering off of one of the wheels of the racer, having evidently seized it when he fell upon the car. "Hello, Charley," he cried, "I thought it was you that got hit. Did you see me light a-straddle of the blamed thing? Never touched me; just tore my pants a little. See this here oilcloth? I guess I must have grabbed it when I come down. I seen he wasn't high enough to hit the top rail, so I just sat still. Upset me though. It's a good thing he ducked his head, and it's lucky he didn't hit that tree. Hurt him? Naw! He jumped up and cussed and then hiked out of here."

The White "Turtle" looked like a miniature gunboat on wheels. The body was wedge-shaped fore and aft and was decked over, while the driver sat in the cock-pit. The exhaust was turned out through a pipe resembling a young cannon. The "Snail," the Turtle's "sister-ship," was a bob-tailed affair not unlike a coasting steamer. If the lack of a wedge-shaped stern is any disadvantage that perhaps accounts for the Snail's inability to keep pace with the Turtle.

Visiting automobilists were disgruntled over the lack of hospitality in Cleveland; the Cleveland "good fellows" were conspicuously absent, and the visitors sat and twirled their thumbs and waited in vain for something to turn up about the hotel. The two evenings were very dull.

Enthusiasts who did not find the racing in Cleveland up to their expectations were cheered by the prospect of better racing in Detroit. The first race between Barney Oldfield on the Winton and Tom Cooper on the Ford-Cooper was looked forward to as the probable great race of the season.

The perfect condition of the Glenville mile track, and the favorable weather, made record driving less trying, and it was most unfortunate that the two big cars, the Winton Bullet No. 2 and the Packard Gray Wolf were disabled by accidents on Thursday. The fact that the Winton Pup, the Baker Kid and the White Turtle so thoroughly wiped out former records was good assurance that the Cleveland public would have seen more than one mile driven well under the minute had the big cars been in commission.

The spectators who occupied the infield in their automobiles were much less demonstrative than the crowd that lines the fence in their automobiles at the races at the

Empire City track in Yonkers. Horn tooting may be bad form with the Clevelanders, or perhaps it was another case of Alphonse and Gaston between the automobilists and the band.

Though Barney Oldfield's position while driving the Winton "Pup" is less spectacular than the position he was wont to assume while guiding his Ford-Cooper racer, he exhibits even more daring with the rakish little Winton. Oldfield leans far forward to the left of the steering column and grasps the brass locking handle of the bonnet lid with his left hand and steers with his right hand on the wheel above his right shoulder. The seat has been removed from the Pup and Barney uses a cushion placed on the deck of the car and has only a low wooden rail on the right side to keep him from sliding off of the car when rounding the curves. To his left and behind him there is nothing but the smooth deck of the car, yet the intrepid driver does not seem to fear that the Pup might sometime jump out from under him.

Oldfield is much more presentable on the track now that he is driving the Winton cars. His Ford-Cooper racer used to spatter him generously with oil and grease, and usually at the finish of a five-mile race his face was black with oil and dust. The Winton racers throw no oil over the driver, and when Barney returns to the tape after the finish of a race he is as fresh and clean looking as when starting, which is much appreciated by the spectators, for Barney's good-natured, engaging "smile that won't come off" is worth paying money to see. Heretofore spectators in the background frequently mistook the coating of oil and dust on Oldfield's face for a mask, and women often complained because he didn't "take off his mask."

PARDINGTON OUTLINES A. A. A. PLANS AT CLEVELAND BANQUET.

Special Correspondence.

CLEVELAND, Sept. 6.—As a fitting close of the automobile tournament, the members of the Cleveland Automobile Club tendered a banquet to the officials and participants of the races. The occasion was one of good cheer and among those who responded to toasts were Barney Oldfield, Ezra Kirk, C. B. Harkins, Windsor T. White and George Collister. The most pretentious speech of the evening was made by Chairman A. R. Pardington, of the American Automobile Association. After a brief review of what has been accomplished by the organization, Mr. Pardington said:

"To the end that local sentiment may be fostered, local restrictive legislation watched by means of State divisions or sub-organizations, it has been proposed, and suitable legislation is now being formulated, which will make the following possible, namely:

"The national organization to continue as now, composed of clubs and individuals; to take into the national organization every

club in each State of the Union; the initiation fee for each club, namely, \$10, to remain as now; the annual dues for each member in each club to remain as now, namely \$10.

"After the election of the various clubs, the national body will return to a State division or a sub-association, one-half of the initiation fee and one half of the annual dues, the funds so divided providing maintenance for both the national and the State bodies. You will at once perceive that it will be necessary for each State to in turn organize its own body, having its own officers and its own committees, charged with the various details naturally pertaining thereto; one member of which shall be delegated by the club, who shall be nominated to the chairmanship of the corresponding committee in the national organization for membership therein.

"You will also perceive that this will make possible the participation of each State in the control of racing, federal legislation, the control of national race or endurance meets and in fact to take up all matters of national importance bearing upon either the sport or the industry."

MANY RACE FOLLOWERS GO TO DETROIT MEET BY LAKE BOAT.

Special Correspondence.

DETROIT, Sept. 6.—The Detroit and Cleveland steamers from Cleveland Saturday and Sunday evenings were crowded with automobile enthusiasts, while the lower decks of the vessels resembled automobile shows, so closely were they packed with racing machines and private cars. The fame of Detroit's asphalt streets and the fine country roads leading from the city caused a large number of the Clevelanders to take their cars with them. Most of the automobilists who attended the Cleveland meet took the first boat to the City of the Straits, preferring to spend Sunday in Detroit rather than in Cleveland, and there was an early exodus from the "Automobile Center of America."

While still in Cleveland the circuit chasing motorists were given a hearty invitation to the City of the Straits and were notified that automobiles would meet the Cleveland party at the boat.

A drizzling rain greeted the aggregation as they left the boat this morning. This soon increased to a steady downpour and at this writing there is little possibility of races for Labor Day at least. The prospects are that the visitors will spend the day looking out of the hotel windows.

AUTOMOBILES IN MILITARY MANŒUVRES IN GERMANY.

The endorsement of automobiles and motor cycles by Lieutenant-General Nelson A. Miles for military purposes, recalls the interesting fact that the German Reichstag recently voted an appropriation of \$70,000 for the purchase and maintenance of motor cars in the German army. A much

smaller sum, \$4,000 was also recently appropriated by the French government for a similar purpose.

During the coming October manœuvres of the German army in Saxony automobiles are to be used on an unprecedented scale. Six heavy motor vehicles are already the property of the army. They include four-seated and six-seated Mercedes, Daimler, Benz and Durkopf wagons of 12 and 16-horsepower. One of these vehicles will be used by Emperor William during his direction of one of the contending armies. In addition to the automobiles mentioned, six additional cars are to be put at the disposal of the government, during the manœuvres by leading German automobile manufacturers.

The Crown Prince of Saxony will also use an automobile while commanding the Twelfth army corps. A fine 60-horsepower Mercedes car, one of the winning vehicles in the recent Ostend races, will be loaned the Crown Prince by Herr Willy Poege, of Chemnitz, who is well known in Continental automobile industrial and racing circles.

A noteworthy fact in connection with the German manœuvres is that automobile luggage vans will not be used; all of the cars participating will be employed by the officers in rapidly moving from point to point. Four of the vehicles are to be operated by civilian chauffeurs and eight others by trained soldiers.

War Automobiles Advocated by General Miles.

At the close of his distinguished career as head of the United States Army, and on the very eve of his retirement, Lieutenant-General Nelson A. Miles addressed an important letter to Secretary of War Root, recommending some decided changes for the improvement of the army service.

General Miles' advanced ideas, while radical from an American point of view, are in direct line with the views of leading military authorities abroad, who have already put them into execution with marked success.

The recommendations propose the numerical reduction of the cavalry branch of the service and the organization of strong military automobile and motor-cycle corps. While favoring mounted riflemen, General Miles states that the horse is of far less importance now, in a military sense, than formerly, and he is of the opinion that the armed automobile will take an important place in military operations in the future.

General Miles suggests five regiments of armed motor cyclists whose duties, in time of war, would be to reconnoiter the country and to repair or build bridges and roads, and make a careful study of topographical conditions in different parts of the country by scientific surveys and mapping.

General Miles points out that the present cavalry force is entirely out of proportion

to the infantry branch of the service, so that a large part of it is useless and enormously expensive to maintain. In European armies the proportion of mounted troops to infantry is one-fourth to one-fifth; in the English army it is one-seventh, while in our army there are one-half as many cavalry as infantry regiments.

"There is, however, a corps or force required in our army that could be rendered of great utility not only to the military, but to the people of this country," writes General Miles, in his report. "This power is being recognized by European governments, and I have several times recommended its use by ours. It will be utilized in the next war, and preparations for its use by our army should no longer be neglected. I have reference to the bicycle, motor cycle and the automobile, which have been developed to that extent that they have become a most valuable means of communication and transportation. Five regiments of cavalry should be discontinued, and a corps of five regiments should be organized, thoroughly trained and constantly employed in the use of these modern appliances. It should be regarded as a flying corps and a corps of observation, to open the way for the advance of the army, to obtain information, to reconnoiter the country, and to repair or build roads and bridges. Officers and men of the cavalry, artillery, and infantry, and of the quartermaster's and medical departments and engineer and signal corps should serve two or four years with this corps."

CHANGE IN SHOW SPACE ALLOTMENT DATES ANNOUNCED.

A change from the dates named in the issue of THE AUTOMOBILE for August 22 for the mailing of prospectuses and application blanks and the allotment of spaces at the next annual Madison Square Garden Automobile Exhibition has been made so that the allotment may not take place at a time when the minds of the manufacturers are occupied with the October reliability run to Cleveland and Pittsburgh. It has been decided that the allotment of space for the New York show will be made by the committee representing the Automobile Club of America, the National Association of Automobile Manufacturers and the Madison Square Garden Company on November 2. Although the application blanks will be issued on or about October 10, instead of the last of August or first of this month, as previously stated, no application will be formally considered until noon of November 2, when all applications in hand will receive equal consideration. The exhibition is to be held next January.

The allotment of spaces for the Chicago show, which is to be held in the Coliseum Building two weeks after the New York show, will be made on November 9. Application blanks will be issued at about the same time, however, as those for the eastern exhibition.

Motor Boat Races on the Seine.

One of the most interesting motor boat tournaments of the season recently took place on the river Seine, between Paris and Deauville, France, over a course of 220 1-2 miles. The start was made at Courbevoie, near Paris, on Sunday, August 30, and the boats finished the contest at Deauville on Friday, September 4. Fifty-seven boats of different types and power started and of that number twenty-two succeeded in reaching the destination. A Mercedes boat, built by the Cannstatt, Germany, automobile manufacturers, won the contest, with the *Flore* second and the *Louie* third.

The course was covered by the winning boat in 30 hours 10 minutes, but this elapsed time gives no idea of the speed attained over unobstructed portions of the course, as much time was lost in negotiating the numerous locks in the Seine between Paris and the sea. Deducting the time so lost, the winning boat maintained the remarkable average of twenty-two knots over the entire course.

The race was run in six daily stages, the first ending at Mantes and the others, respectively, at Elboeuf, Rouen, Caudebec, Honfleur and Deauville. The racing rules of the Yacht Club de France governed the contest, which was held under the direct patronage of M. Pelletan, the Minister of Marine, and three other members of the cabinet. The boats were entered in two

passengers. All the boats were required to carry fire extinguishing apparatus in addition to anchors, oars and sails.

The arrangements for the race were carefully made and entailed considerable labor. In order to establish some definite timing rule, it was found necessary to make some



DEPARTURE OF RACING LAUNCHES FROM COURBEVOIE, NEAR PARIS.

experiments regarding the stopping powers of the boats, so that they could be timed at a certain distance from the locks where they were obliged to stop. At these trials, which were held August 29, the Mercedes boats distinguished themselves, one of

lead with the *Flore* second, and this order was maintained to the finish of the contest. At the end of the third stage the *Musette* closely followed the *Flore*, but after that the *Louie* succeeded in gaining third place, which she was able to hold to the end.

Throughout the course the populace evinced the greatest interest in the contest, and in many places the banks of the Seine were lined with interested spectators. A



COMPETING MOTOR BOATS IN THE LOCK AT BONGIVAL ON THE RIVER SEINE.

classes—racers and cruisers—the first prize in each category being a cash award of \$200. There were many other prizes, among them one from the President of the Republic, which was offered especially for the cruiser which should carry the largest number of

these remarkable craft, moving at a speed of thirty-three knots, being brought to a stop within a distance of thirty-five feet after the propellers were reversed.

At the end of the first stage of the race one of the Mercedes boats was far in the

tremendous crowd greeted the racing boats at Rouen, and the day of their arrival was given the prominence of a local holiday. Many of the leading Continental automobile manufacturers were represented by competing boats, and motorists generally evidently regarded the contest as second only to one of the great French road races.

MOTOR BOAT RACES ON THAMES RIVER AT NEW LONDON, CONN.

Special Correspondence.

NEW LONDON, Conn., Sept. 5.—This port's initial experience in motor boat racing, though rather belated, came yesterday when thirty-eight boats went over a triangular course in the Thames River, furnishing an afternoon's sport for more than 400 spectators. The events were arranged by John R. Hegeman, Jr., of New York, who presented three silver cups for the winners.

With the exception of two boats the entries were entirely pleasure and working craft and the regatta was arranged in so short a time—one week—that none had opportunity for tuning up and making changes that might have produced better speed. The exceptions were racing boats of the latest type. An accident to one of these detracted from the most interesting contest of the day.

The boats were divided into three classes, the first class measuring 18 to 24 feet on the water line; the second, 24 to 30 feet; and the third, more than 30 feet. The racing boats were placed in a special class. Time allowance was estimated on the rather original basis of one minute per foot waterline and one minute per horse-

power. The result, as might have been expected, was unsatisfactory. Nearly every boat entered had the ordinary two-cycle, single-cylinder motor. The only accident was to a high-power, four-cylinder four-cycle engine.

The contests were interesting, especially

four-cycle, four-cylinder Hasbrouck motor. The hull is built like a rowing shell with half-inch ribs and quarter-inch planking. She is 34 feet, 11 inches over all; 32 feet 4 3-4 inches on waterline; 4 feet, 8 inches breadth of beam and 4 feet wide on the waterline. Her wheel is 18 inches, with



RACING LAUNCH "MYSTIK" GOING 5 MILES IN 21:14 AT NEW LONDON.

for the reason that many differences of opinion anent the speed of familiar river boats were settled for the time, though there were several contestants who will have to fight it out again before being satisfied. In the first class the judges decided that the launch *Unnamed*, a torpedo-boat-stern type of 18-foot waterline and using a 4 1-2 horsepower motor, won the cup, covering the five miles in 34 minutes 53 seconds actual time, or 27 minutes, 23 seconds corrected time. The *Unnamed* is owned by Walter Lathrop, of Mystic, son of James W. Lathrop, a manufacturer of gasoline motors. The best time in this class was 33 minutes 33 seconds.

In the second class, the race was a close one over the entire course, the contestants being surprisingly well matched. The *Reverie*, owned by several New Londoners, won in 28 minutes, 38 seconds corrected time; actual time 35 minutes, 38 seconds. The best performance in this class was by the *No. 13*, owned by John Noyes, of New London, which covered the course in 32 minutes, 38 seconds.

Only two boats started in the third class, the *Alcedo*, a 32-footer with 14-horsepower Buffalo motor, owned by J. F. Barber, of New London, and the *Runaway*, a 30-footer with 10-horsepower Standard motor, owned by J. Hunt Smith, of Norwich. The *Alcedo* finished 50 seconds ahead of the *Runaway* in 32 minutes, 19 seconds, but the *Runaway* won on time allowance in 30 minutes, 19 seconds.

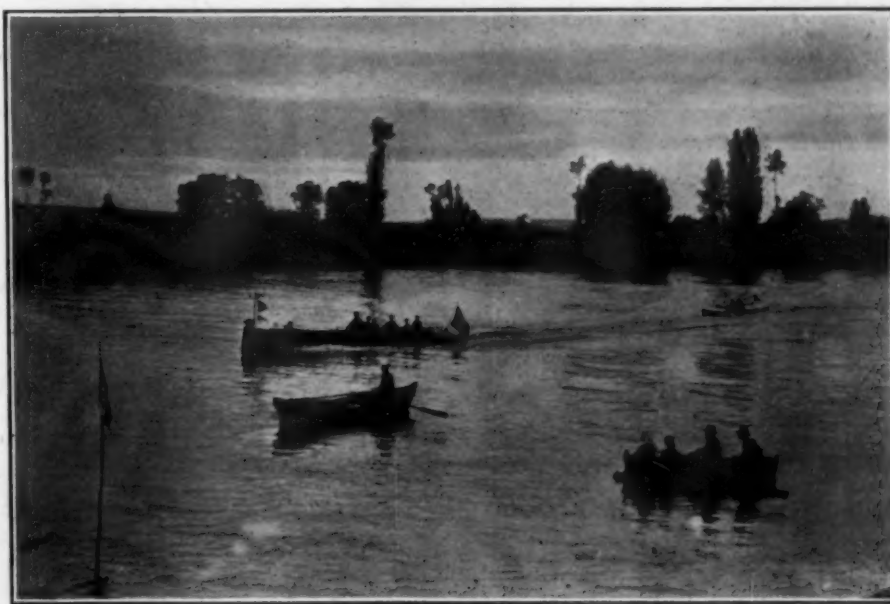
The special class had two entries—the *Mystik*, owned by Stephen R. Hasbrouck, of Yonkers, N. Y., and the *Wizard*, owned by E. M. Camp, of Norwich, who was at the wheel at the start. The *Wizard* succumbed to a broken piston rod when nearing the first stake and was compelled to withdraw. The *Mystik* covered the course in 21 minutes, 14 seconds.

The *Mystik* is the fastest launch of her size ever seen in this harbor. She was built by the Holmes Shipbuilding Company at West Mystic, and has a 16-horsepower,

three blades. On her trial trip in the Thames River over the Harvard-Yale four-mile course, she developed a speed of sixteen miles an hour. Over a measured mile with all conditions favorable, the *Mystik* has made the run in 3 minutes 40 seconds.

Woman's Automobile Wear Criticized.

London and Paris are no longer to be allowed full sway in issuing edicts relating



ARRIVAL OF "NARVAL" AND "LOUTE" AT MANTES ON THE SEINE.

to dress and fashion, for Chicago is about to assume her rightful position as one of the dictators regarding feminine things sartorial.

At a convention of the National Milliners' Association, recently held in the Fine Art Building, Chicago, Mme. Hunt made a spirited attack on present styles of automobile clothing for woman's wear. The lecturer suggested that the usual riding habit derby, decorated with a quill or

rosette was the "proper thing" for automobiling, and she did not hesitate to hurl criticism at the "atrocious" auto garb of to-day.

Mme. Hunt is of the opinion that the woman motorist must wear headgear and clothing suitable for an afternoon reception; goggles, flowing veils, auto coats and caps, gauntlets and other leather apparel, she does not hesitate to taboo for any but long country trips. If Chicago is to usurp the place of the fashion centers across the seas, the automobile is to be robbed of one of its greatest charms and most picturesque attributes.

Trap Laid for Senator Bailey.

Special Correspondence.

BUFFALO, Sept. 7.—Senator Edwin Bailey, author of the Bailey automobile law, narrowly escaped being the victim of his own measure while in Buffalo recently. The plot for his downfall was laid and steps were taken to make it effective, but the Senator was wary. Now his friends are wondering who leaked.

The Senator was in Buffalo the early part of last week in attendance upon the annual State Conclave of the Knights Templar. A number of his friends who had objected to his bill, decided that it would be a good time to play a joke on him. He was invited to take an automobile ride

about the city and accepted. Plans were made to remove the number from the vehicle, have the Senator operate it, and have him arrested for violating his own law. In some way the Senator got wind of the conspiracy and he did not appear when the vehicle was ready to start.

I will run my automobile to Flint Lake and return for 25 cents. Phone 244. N. Currier.—*Valparaiso (Ind.) Messenger.*

Federation of American Motor-Cyclists.

National Organization Effected on Labor Day in Brooklyn, N. Y.—Track Races and Consumption Test.

Motor cyclists of this country now have a national association in the Federation of American Motor-Cyclists, organized in this city on Monday. Eighty-seven enthusiasts, including an accredited delegate from the motor cyclists of San Francisco, after sitting for a "founders" photograph, gathered in the club rooms of the Kings County Wheelmen, 33 Grant Square, Borough of Brooklyn, and adopted a constitution. This provides for a government subdivided into four districts, Eastern, Southern, Western and Pacific. The officers elected were: President, R. G. Betts, New York City; Vice-President for Eastern District, Dr. George H. Perry, New Haven, Conn.; Vice-President for Southern District, N. N. Austin, Daytona, Fla.; Vice-President for Western District, B. B. Bird, Chicago; Vice-President for Pacific District, Don E. Campbell, San Francisco, Cal.; Secretary, E. L. Ferguson, New York City; and Treasurer, Dr. G. B. Gibson, Westborough, Mass. The vice-president for each district has general charge of affairs in his district.

One of the chief objects for which the organization will at once work will be to secure legal recognition of the motor cycle as a bicycle and to free it from the restrictive automobile classification in which the laws of many states now hold it.

THE MOTOR CYCLE TRACK EVENTS.

The program of events held in conjunction with the national organization project, extended over three days of September 5, 6 and 7. The most interesting features were the track events at Manhattan Beach, leading off with a four hours' amateur race on September 5. The rules called for motor bicycles not exceeding 5-horsepower and equipped for pedal propulsion. Five place prizes were given; also prizes to leaders at the end of each hour and a special prize for the contestant averaging the greatest distance without a stop.

There were thirteen starters and eight survivors. The five place winners were: G. N. Holden, 1 3-4 horsepower Indian, 150 miles 75 yards; W. N. Owen, 1 3-4 horsepower Indian, 142 miles 1,026 yards; N. P. Bernard, 2 1-4 horsepower Columbia, 140 miles; W. F. Murphy, 1 3-4 horsepower Indian, 138 miles 587 yards; W. J. Ziegler, 2 1-4 horsepower Columbia, 125 miles 16.3 yards.

N. P. Bernard, Columbia, won the first hour prize, riding 39 miles 696 yards. G. N. Holden, Indian, won the second and third hour prizes, in addition to the final, with 77 miles 696 yards and 113 miles 320 yards, respectively. W. F. Murphy, Indian, won the prize for the greatest non-stop distance, riding 131 miles 1,077 yards

in three hours forty-three minutes, when he fell because of a punctured tire.

On September 7 the program called for a one-pint gasoline consumption mileage, a mile novice race, a third-mile skill competition, an unlimited pursuit race between two teams of three men each and a five-mile amateur handicap.

The only feature to mar the entire meet occurred in the last event, when four men went over the bank at high speed. The men escaped serious injury except N. P. Bernard, whose left collarbone was broken. The event was won by "T. B. Baker," from the 65-yard mark, who was recognized, after removing an eye shield, as R. De Palma, a professional bicyclist. The summary:

Pint gasoline consumption test—W. H. Owen, 1 3-4 horsepower Indian, 19 miles 1,348 yards; Oscar Hedstrom, 1 3-4 horsepower Indian, 17 miles 50 yards; R. De Palma, 12 miles 300 yards. Owen's mileage shows 158 miles to the gallon.

Mile novice—T. B. Baker, 1 3-4 horsepower Indian; Edward Goodwin, 3-horsepower Orient; Harry Lake, 1 3-4 horsepower Indian. Time, 1:38.

One-lap skill competition—T. W. Rogers, 1 3-4 horsepower Indian, R. De Palma, 1 3-4 horsepower Indian; W. H. Owen, 1 3-4 horsepower Indian. Time, 35 4-5 seconds.

Three-man unlimited pursuit—P. Johnson, 1 3-4 horsepower Indian; W. H. Owen, 1 3-4 horsepower Indian. Distance, 9 2-3 miles. Time, 14:41 3-5.

Five-mile amateur handicap—S. E. Campbell (70 yards) 1 3-4 horsepower Warwick; G. N. Holden (60 yards) 1 3-4 horsepower Indian. Time, 7:10 3-5.

BRITISH MOTOR-CYCLE FORTNIGHT AT LONDON CONCLUDED.

The two-week's motor-cycle reliability trials, organized by the Auto Cycle Club, London, were brought to a close on Saturday, August 22, with a series of races on the Crystal Palace track. During the preceding fortnight the cycles had been subjected to some severe tests including hill-climbing and brake and economy trials, and they were obliged to be entered in the track races without preliminary adjustment or change of equipment.

Hour Race For Challenge Cup.

The first contest, which is an annual affair, was a one-hour scratch race for *The Autocar* Challenge Cup. This cup was won last year by J. Van Hooydonk, who scored 42 miles in the hour, but this year the prize was wrested from him by J. F. Crundall, who drove his Humber motor

cycle 42 miles, 1,260 yards, in 60 minutes. Hooydonk, who finished second, did not equal his last year's record, his distance this year being only 38 miles, 888 yards. Citroen was third, closely following Van Hooydonk.

This race was limited to motor cycles weighing not more than 114 pounds with cylinders not to exceed 2 3-4 inches bore by 2 3-4 inches stroke.

FIVE-MILE HANDICAP RACE.

The next events were the four qualifying heats for the five-mile motor cycle handicap for the *Motor Car Journal* Challenge Cup. In this race motor cylinders were limited to approximately 3 inches by 3 inches. The first heat was won by S. Wright, who was disqualified because it was decided that his muffler was inadequate, and the heat went to J. Leonard. In the next heat interest centered in the close racing of H. W. Stone (Rex), Harris (Minerva) and J. F. Crundall (Humber). Harris finally managed to establish a good lead but was forced to retire on account of insufficient gasoline. C. R. Collier was disqualified for inadequate muffling, and the heat went to Van Hooydonk. The third heat was won by C. H. Richards (Minerva), with H. W. Stone (Rex) second. Bert Yates won the fourth heat.

In the final the starters were Crundall, Yates, Leonard, Stone and Van Hooydonk. Leonard on a Humber (five seconds start) defeated Hooydonk (scratch), and Yates, (scratch). Leonard's time was 6:54 4-5.

FLYING MILE IN 1:19 2-5.

The flying mile race for *The Automotor Journal* Challenge Club was won by J. F. Crundall in 1:19 2-5. In this contest C. R. Collier's time was only 1:15, but he was again disqualified for using an inadequate muffler. There were thirteen starters in the race but with the exception of the first two or three contestants no particularly fast speed was made.

TWO WEEKS' RELIABILITY TRIALS.

The reliability trials which preceded the track races were made up of daily runs averaging about 115 miles. Summarizing the events of the two weeks' tournament, the number of motor cycles starting each day, the distance traveled, and the number finishing within the time limit is shown in the following table:

Day.	No. Starting.	Distance. per day.	No. Finish.
Tuesday	43	118	40
Wednesday	43	107	34
Thursday	35	108½	34
Friday	36	125	33
Monday	32	134	33
Tuesday	32	94½	31
Wednesday	32	107	29
Thursday	31	125	27
Friday	30	108½	28

Rain fell almost incessantly during the opening days of the trials.

On the third day, August 13, the weather conditions were much better, but what was gained in that respect was lost to an over-vigilant constabulary. In a number of instances the arrest of a leading cyclist was noted by the next one following, who hastened back to warn those approaching—perhaps a little too fast—and many amusing and narrow escapes occurred near Finden, Washington and Worthing. On Friday the police captured fourteen of the thirty-six contestants, but, not satisfied, they were seen to be earnestly looking for more victims, after the last machine had slowly passed the point of greatest danger.

HILL-CLIMBING TEST ON RIVER HILL.

On the ninth day, August 20, the hill climb on River Hill was contested. This hill, which is about a mile and a half from Sevenoaks, possesses several very sharp turns, but although it is long it is not particularly steep. The grade is 1 in 9.8 on the stiffest part. The only cycle to reach the summit without pedal assistance was the Evert-Hall motor bicycle. The results of the River Hill trials are given in the following table:

Ascent without pedaling.	Ascent with slight pedaling.	Ascent with considerable pedaling.	Ascent with hard pedaling.
Evert-Hall	Bradbury	Chase	Werner
	Phoenix	J. A. P.	Ormonde
	Ormonde	King	King
	Ormonde	King	Booth
	Castell	Bradbury	Rex
	Alldays	Spark	
	Matchless	Peugeot	
	Kerry	Griffon	

Six cycles failed to negotiate the hill.

OBSERVATIONS SUMMARIZED.

In its issue of August 26 *The Motor*, of London, prints an interesting summary of the troubles experienced by the contesting motor cycles, from which it appears that tires were the chief cause of difficulty and loss of points. This summary is as follows:

Motors: Almost no troubles.
Carbureters: Not many difficulties.
Ignition: Only minor troubles.
Silencers: Quite satisfactory.
Frame: Quite efficient.
Tires: Almost endless trouble.
Belts: Much trouble.
Clutches: Thoroughly useless and dangerous.
Chains: No trouble.
Brakes: Excellent.
Lamps: Could be stronger.
Lamp brackets: Too weak.
Saddles: Unable to stand wet.
Portable stands: Invaluable.
Gauges for oil and gasoline: Very useful.
Tanks, mudguards, pedals, foot-rests: No trouble.

The automobile has its good qualities as well as its bad ones, it seems. In Philadelphia the other day an "auto" ran into and smashed a street piano.—*Norristown (Pa.) Herald*.

No Guessing at Speed in Washington.

Those unpleasantly familiar with the subject of illegal automobile speeding and its punishment are painfully aware that the methods sometimes used to secure sufficient evidence to warrant conviction are totally inadequate if not undignified and oppressive. It has remained for the police department at Washington, D. C., to give this matter sufficient intelligent thought to devise a simple method of securing reasonable proof of fast driving, which, when presented in court as testimony, cannot be controverted.

The Washington method, which has been put into execution by Major Sylvester, of the police department, consists in providing each bicycle policeman with a reliable speed indicator which is fitted to his wheel and then tested for accuracy by



POLICEMAN'S CYCLE EQUIPPED WITH TESTED SPEEDOMETER.

a commission from police headquarters. Each instrument, when found accurate, is sealed and officially numbered, and a suitable record kept for reference.

The members of the bicycle squad are permitted to make no arrests for fast driving excepting in cases where the speed is proved to be excessive by their registered speed indicators. Following an arrest the officer is required to swear as to the reading of his speedometer during the time that he was following the suspected motorist to warrant conviction.

The novelty of the system lies in the adoption of a method for testing the speed indicators for accuracy and the registering of them. The testing apparatus, which was designed by E. P. Nusbaum, consists of two sets of contact boards which are placed a quarter of a mile apart, each set being connected with an electric stop watch. When a speed indicator is to be tested it is attached to a bicycle and the rider is instructed to pass over the first set of contact boards—which starts the watch—at an indicated speed of fifteen miles and to maintain that speed until the second set of contacts is crossed, which stops the watch. If the indicator is accurate just

one minute will be required to ride the quarter of a mile.

There are seventy-two bicycle policemen in service in Washington, and of this number thirty-eight, known as the "auto squad," are provided with the Jones' speedometers tested in the manner described. The indicators used are so accurate that none of those tested was found to vary more than a fraction of a second in covering the required distance at the indicated speed. The method of attaching them to the cycles is shown in the accompanying photograph, which illustrates a Washington mounted policeman ready to start after the first "scorcher" who passes.

LEGAL OPINION ON THE AGE LIMIT QUESTION IN WASHINGTON.

Special Correspondence.

WASHINGTON, D. C., Sept. 5.—After mature consideration the corporation counsel has decided that the District Commissioners have the right to establish any age limit within their discretion in the granting of automobile licenses, but he also advises against naming any specific number of years. It will be remembered that the automobile board suggested that no person under eighteen years of age should be allowed a permit, a suggestion that caused many protests to be made to the Commissioners.

The corporation counsel, in his opinion, says, in part: "I am of the opinion that the Commissioners have authority to prescribe a limitation of age in the matter of granting permits to operate automobiles. In my judgment, it is not expedient to amend the regulations for this purpose. The object of the automobile regulations, and in fact, their justification in law is the protection of the life, limbs and property of persons using the public highways against the reckless, inexperienced, or incompetent operators of automobiles. The design of the regulations is not to prohibit the use of these vehicles, but to regulate their use with due regard to the rights of other users of the public highway."

"It seems to me the competency of the operator of the vehicle is not to be determined by any iron-clad rule; that in determining the competency of applicants they should be considered as units, and not as classes, and that immaturity of age would justify the refusal of a permit if such immaturity constituted incompetency to operate the vehicle. But to adopt the suggestion of the board of examiners and refuse a permit to every applicant under eighteen years of age would, manifestly, in many cases, wrongfully prevent the use of motor vehicles by persons who are quite as competent to operate them as persons who are over the age indicated."

An automobile collided with a load of hay in Philadelphia the other day and was badly wrecked. Save your loads of hay. They may come in handy.—*Deland (Ill.) Tribune*.

AN AUGUST TOUR THROUGH MIDDLE ATLANTIC STATES.

An interesting automobile trip covering a period of twenty-five days during the month of August, was completed on the 28th of last month by C. C. Hildebrand and Otto Nestman, of Chicopee Falls, Mass. The course was northwestward through western Massachusetts to Pittsfield, north along the Hudson River to Albany, across New York State along the Mohawk River through Utica, Syracuse, and Rochester to Buffalo. The travelers attended the conference of the Association of Licensed Automobile Manufacturers at Niagara Falls, August 18 and 19, after which the return trip was made over the same route Rochester, thence to Auburn, southwardly to Elmira, across the Pennsylvania border to Milton, Pa., then through the mountain districts to Harrisburg. From Harrisburg they drove eastward to Reading, southeast to Philadelphia, thence northeastwardly across New Jersey through New Brunswick to New York City, and from the Metropolis through Connecticut to the starting point, at Chicopee Falls.

The tourists were afflicted with ten days of rain, beginning the day after they started on the trip, and the roads in consequence were in very poor condition. During the actual running time, however, an average of seventeen miles an hour was made with the Stevens-Duryea car used. It took two hours to cover a quarter of a mile from Hudson, N. Y., to Albany in yellow clay, which was so thick and caked to such an extent that the travelers were obliged to get hay and grass from the side of the road and feed it to the wheels to secure traction and get out of the clay. This appears to be the first conclusive evidence that hay is good for an automobile.

In the northern part of Pennsylvania, they ran out of gasoline "three miles from nowhere," but after a delay they succeeded in getting some. The macadam road from Harrisburg to Philadelphia was in

fine condition and a clip of twenty miles an hour was constantly maintained. The finest stretch of road was found after leaving the fair grounds in Trenton, N. J., and from there to New Brunswick the car was timed on a ten-mile stretch, which was covered in eighteen minutes with all the luggage. Except for twelve or fifteen punctures and blow-outs in the double-tube tires used, they had very few repairs. The most serious was the replacement of a spring which was broken by running into a pole on the side of the road.

Stops were made in many towns to give demonstrations and arrange for agencies. Considerable mileage was covered in these demonstrations, which were of the most trying character, as in almost every town the local agents wanted to see the travelers climb the worst hills in the town.

The detailed schedule appended will be of interest to any motorists who contemplate making fall trips over any portion of the route covered by Messrs. Hildebrand and Nestman, as the distance from town to town, the condition of the road and the running times are all given.

HARKNESS TO TRY FOR RECORD RUN ACROSS THE CONTINENT.

It is reported that H. S. Harkness, a wealthy New York automobile enthusiast, will undertake a transcontinental automobile trip this fall on his own account. He will drive from New York to San Francisco, reversing the route of all the previous attempts that have been made to ride from ocean to ocean. He will use the special racing car that was built under his direction to compete in the Gordon Bennett race but which, through failure to have in condition in time, did not appear in the eliminating trials. The same machine was taken abroad by Mr. Harkness early in the season. Now he proposes to equip the chassis of this car with a novel touring body, changing the speed ratios as well, and making such other alterations as may be

required to increase comfort for long distance traveling.

It is the ambition of Mr. Harkness to make the transcontinental trip in record-breaking time. To do this he will have to cover the distance between New York and San Francisco in less than sixty-two days, the present record established by Messrs. Fetch and Krarup recently.

Final Schedule for A. C. A. Fall Tour.

The runs and tours committee of the A. C. A. has decided to change the schedule of dates for the last stage of the coming fall tour to Boston and return. Instead of pushing through to Poughkeepsie and New York, on September 30, from the night stop at Great Barrington, as was the original intention, arrangements have been made for the tourists to remain in Pittsfield, Mass., Tuesday night. On Wednesday morning a short run will be made to North Adams, Williamstown and Lebanon, Mass., and in the evening there will be a general rendezvous at Poughkeepsie, N. Y. The next morning, October 1, the tourists will proceed down the east bank of the Hudson to New York, arriving in the metropolis a day later than was formerly planned.

The tour promises to be a most enjoyable affair. It is to be a strictly "go-as-you-please" journey, and the entire absence of rules and regulations will give the participants an unusual opportunity to make the most of the beautiful scenery in the Berkshire Hills and elsewhere along the route. Among those who have already signified their intention of going on the tour, which is the longest one ever organized by the A. C. A., are Vice-President Winthrop E. Scarritt, Gen. George Moore Smith, Col. John Jacob Astor, James L. Breese, George B. Adams, George E. Chamberlin, Jefferson Seligman, Milo M. Belding, Harlan W. Whipple, Colgate Hoyt, Louis P. Mooers and R. L. Adams. It is hoped that there will be about fifty participants in all.

SUMMARY OF TWENTY-FIVE-DAY TOUR THROUGH MIDDLE ATLANTIC STATES.

Aug.	Miles.	Town.	Running Time.	Weather and Roads.	Miles Demonstrated.
3	0	Chicopee Falls, Mass.	3:05	Fair.	0
3	59	Pittsfield, Mass.	3:05	Fair.	30
4	43	Hudson, N. Y.	3:15	Rain.	21
5 & 6	36	Albany, N. Y.	3:35	Rain and mud.	44
7	10	Troy, N. Y.	1:30	Rain.	—
8	15	Schenectady, N. Y.	1:20	Rain.	57
9	42	Fort Plain, N. Y.	2:50	Rain.	8
10	37	Utica, N. Y.	3:15	Rain.	17
11	51	Syracuse, N. Y.	3:30	Mud.	17
12	26	Auburn, N. Y.	1:35	Rain and rough.	46
13 & 14	69	Rochester, N. Y.	3:00	Eight miles good.	24
15 & 19	73	Buffalo, N. Y.	3:30	Fine.	117
20	73	Rochester, N. Y.	3:15	Fine.	—
20	67	Himrod, N. Y.	5:00	Mud.	—
21	46	Elmira, N. Y.	2:35	Mud.	20
22	108	Milton, Pa.	7:00	Poor and mud.	—
23	75	Harrisburg, Pa.	4:30	Poor and mud.	—
23	54	Reading, Pa.	2:20	Fine.	—
24 & 26	60	Philadelphia, Pa.	2:50	Fine.	101
25	70	New Brunswick, N. J.	4:00	Deep mud and fine roads.	—
27	35	New York, N. Y.	1:50	Fine.	—
28	144	Chicopee Falls, Mass.	8:30	Rain.	—

Balked Against Iowa Mud.

Starting out with a heavy horsepower gasoline auto and a firm determination to break the record, John R. Clarkson left for the lakes a few days ago.

He did break the record—for slowness—getting to the lakes three days after he started. The first day was good traveling and he made good time. The second day it rained and the auto got its tail over the lines and tried to lay down in the harness. John squeaked his tongue and said "giddap," in vain. He tried building a fire under it and putting a grasshopper in its ear, but these expedients did no good. Finally he hired a farmer with a good old one-eyed country plug to pull him through the remainder of the way. It took forty-eight hours.—*Des Moines Capital*.

An Enjoyable Tour.

A very successful and pleasant, though uneventful, automobile trip from Kokomo, Ind., to Hazelton, Pa., was recently made

party were starting out on a morning ride in a Searchmont car fitted with King of the Belgians body. President Palma is seated in the tonneau, to the extreme right; by his side is Herbert G. Squiers, of the

is the Secretary of Public Works, Manuel L. Diaz, and the man at the wheel is chauffeur George Trantz.

Leipzig Annual Automobile Exposition.

The sixth annual international automobile and bicycle exposition will be held under the auspices of the Society of German Bicycle Manufacturers, at the Crystal Palace, Leipzig, from October 15 to 21 next, both inclusive. This year the exposition will not be confined solely to automobiles and bicycles, but sewing machines, typewriters, cash registers, etc., will also be displayed. It is reported that there is already a great demand for floor space, detailed information in regard to which may be obtained by writing to the general secretary, Internationaler Markt und Ausstellung von Motorfahrzeugen, Krystall Palast, Leipzig, Germany. Automobiles are not attaining the popularity in central Germany that they are in France, England, and the United States, writes U. S. Consul Brainard H. Warner, Jr. In Leipzig, which has a population of 500,000, one seldom sees an automobile.

Noogan's Sleep Disturbed.

Now that Mr. Edison has turned his attention to the automobile we feel inspired to hope that the time may come when our beautiful streets will not sound so much like a railroad switching yard on a busy day.—Nooga (Tenn.) Times.



J. B. PRICE AND PARTY ON TOUR FROM KOKOMO, IND., TO HAZELTON, PA.

by a party consisting of Mr. and Mrs. John B. Price, their niece Miss Roberts and Frank Nutt, of the Haynes-Apperson Co. The tour occupied a period of seven days, no attempt being made to establish a fast record, though an average of 120 miles a day was made with ease. One of the longest day's runs was from Cleveland to Buffalo, about 250 miles, which was covered in ten hours. The car used was one of the new Haynes-Apperson touring cars fitted with King of the Belgians body.

Mr. Price is very enthusiastic as a result of the trip and the freedom from trouble and delays, but found the clutch gear too high for use around his home in the mountain district about Hazelton, and upon completion of the trip telegraphed for a smaller sprocket.

Palma Sets an Example for Presidents.

So many American customs have been adopted in Cuba of late that it is only a question of a short time when the more enterprising cities will have lost their last trace of Spanish rule. There are a number of automobiles in Cuba, particularly in the city of Havana, and although the majority are of electric type, several gasoline touring cars are in use, and they never fail to attract attention.

An interesting photograph, which is reproduced in the accompanying illustration, was recently taken in Havana, just as President Tomas Estrada Palma and

United States governmental service, and at his left is Carlos de Zaldo, Secretary of State for Cuba. Sitting in the front seat



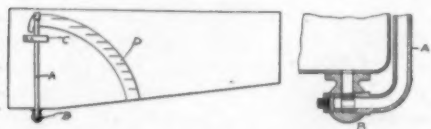
PRESIDENT PALMA, OF CUBA, AND PARTY STARTING FOR A RIDE.

Patents

Level Indicator for Tank.

No. 736,494.—F. Charron and L. Girardot, of Paris, France.

A device, normally out of operation, by which the level of the gasoline in the tank



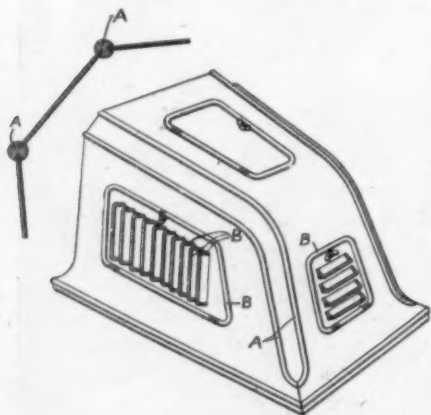
CHARRON-GIRARDOT LIQUID LEVEL INDICATOR.

may be quickly ascertained. It consists of an open tube A, rising from a taper cock B at the bottom of the tank, and adapted to swing about the cock from the vertical to the horizontal position. It is normally held vertical by a spring clip C, and is covered by a cap as shown. In this position the cock is closed. To ascertain the gasoline level, the cap is removed and the tube swung downward, which opens the cock. The point on a scale D at which the gasoline runs out indicates the level.

Construction for Motor Hoods.

No. 737,467.—J. Pichl, of St. Louis, Mo.

The sheet metal members composing the hood are assembled by fitting their edges into slots in metal rods A A, and squeezing the edges of the slots down tightly. Solder



PICHL MOTOR HOOD CONSTRUCTION.

may be used also if desired. The edges B B of the doors and air slits are finished off in the same way.

Steam Car Control System.

No. 737,399.—C. B. Grout, of Orange, Mass.

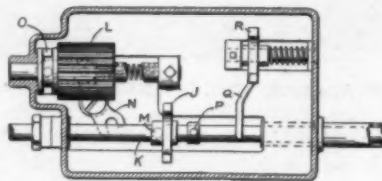
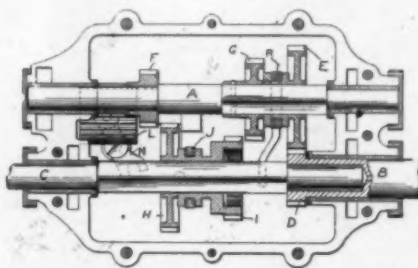
In this system the throttle is opened by raising slightly a loose wheel just below the steering wheel. A spring catch holds this wheel up when raised, and the catch is released when the brake pedal is pressed down. A pedal similar to the brake pedal, and operated by the left foot, controls the reverse. In the drawings, A is the throttle

wheel, which turns loosely with the steering wheel but does not affect the throttle till lifted by the operator's fingers. It acts on the throttle through rod B and rock shaft C, which carries a ratchet sector D, engaged by a pawl E mounted on a fixed pivot. By lifting A the valve stem F is pushed forward. When the brake pedal G is depressed it forces the pawl E out of engagement.

Change Speed Gear.

No. 737,442.—L. P. Mooers, of Cleveland, O.

An improvement on the mechanism of the Peerless car, illustrated in THE AUTOMOBILE October 11, 1902. The improvement consists in shifting gears so as to



MOOERS CHANGE SPEED GEAR.

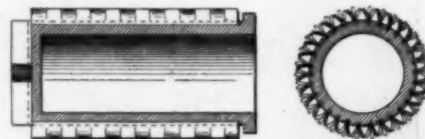
leave the secondary or jack-shaft A at rest when using the direct drive. B is the driving and C the driven shaft. For the lower speeds pinion D drives gear E, and F or G meshes with H or I, the latter being shifted by fork J on a rod K below the gears. The lower cut gives an end view of the fork. For the reverse, H shifts past F and engages the wide shifting pinion L. Simultaneously the dotted pin M picks up fork N, and further motion of J, M, and N causes fork O to shift L to the right till it engages F. For the direct drive a gear cut internally in I slips over D, and simultaneously gears E and G are shifted forward till G is out of mesh, by the engagement of a pin P with arm Q extending

from shifting fork R. The springs shown return G and L to their normal position.

Cylinder Radiating Flanges.

No. 737,083.—F. W. Darnstaedt, of New Britain, Conn.

The cylinder wall is grooved longitudinally, and strips of sheet metal are set



DARNSTAEDT CYLINDER FLANGES.

edgewise into the grooves and swaged in. The outer edges are cut at short intervals and bent alternately to right and left to catch the air.

Flash Generator.

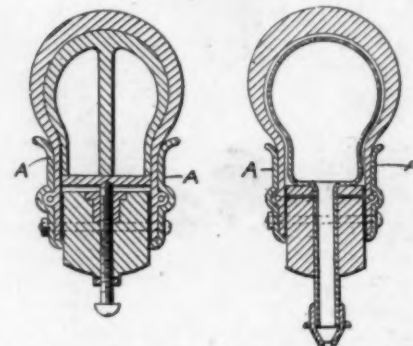
No. 736,992.—F. M. Ashley, of Brooklyn, N. Y.

A steam flash generator comprising suitable coils of pipe over a burner, in combination with a superheater located between the burner and the coils, and a cellular steam "dome" above the coils and in the path of the burnt gases.

Tire Shoe.

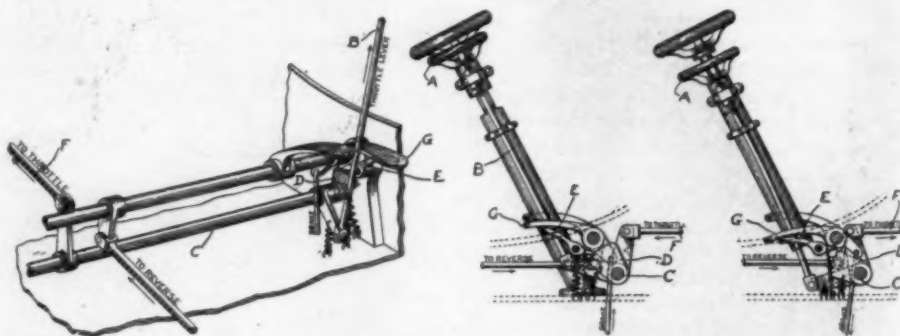
No. 737,559.—C. Miller, of Binghamton, N. Y.

A shoe or cover applicable to either pneu-



MILLER MECHANICAL TIRE FASTENING.

matic or cushion tires, as the two cuts show. It is mechanically held by the plates A A.



GROUT CONTROL SYSTEM FOR STEAM AUTOMOBILES.

Steam Carriage Burner.

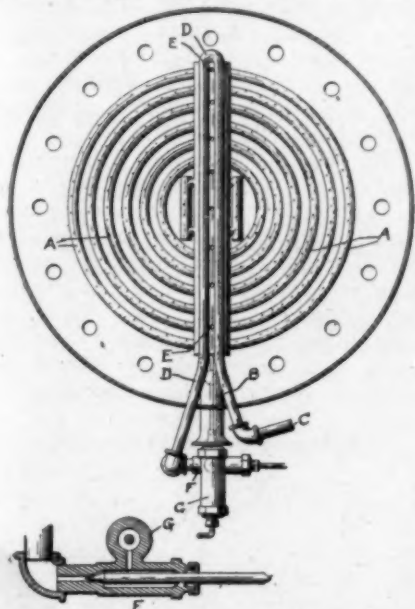
No. 737,020.—F. A. Reynolds, of Lewiston, Me.

A burner composed of tubes *A A* bent in concentric circles, with pinholes for the flames, and fed from a large mixing tube *B*. The gasoline entering at *C* is vaporized in tube *D*, being heated by flames from holes *E* in tube *B*. Valve *F*, through which the gasoline vapor passes first on its way from *D*, is connected to the automatic regulator, and valve *G* may be regulated by hand.

Flash Generator.

No. 737,346.—J. S. Chenhalls, of Plymouth, England.

A boiler having concentric helices of small tubing through which the water



REYNOLD'S STEAM VEHICLE BURNER.

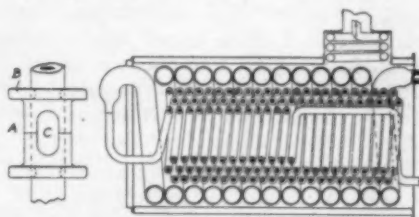
passes in series. Having been converted into steam it is superheated in the outer coil of large tubing. The inner coils are spaced by ferrules of fire-clay *A* (see detail sketch), having spacing flanges *B*, perforated to allow free passage for the gases, and also perforations *C* to give the gases access to the tubes.

Two-Cycle Diesel Engine.

No. 736,944.—R. Diesel, of Munich, and H. Guldner, of Augsburg, Germany.

The Diesel engine arranged with two pistons tandem on one crank. The outer piston works in the power cylinder, and the inner piston in a pumping cylinder. During the first portion of its backward stroke the latter compresses air at low pressure into a receiver, and near the end of the stroke the piston overruns the discharge port, and compresses the balance of the air at a higher pressure into a small power pump, from which it goes to a high pressure receiver. The power piston uncovers an auxiliary exhaust port near the end of the working stroke, and the next moment the exhaust valve in the cylinder-head is opened. Opposite the auxiliary

exhaust port is another port with a spring-closed valve back of it, opening toward the cylinder. This is connected with the low-reservoir, and, as soon as the pressure in



CHENHALLS FLASH STEAM GENERATOR.

the cylinder has fallen sufficiently on exhaust, this valve opens automatically to admit a scavenging change of air from the reservoir. Compression is carried to the high point usual in the Diesel engine, and near the end of it the fuel charge is sprayed into the combustion space by air from the high-pressure reservoir.

Boiler Construction.

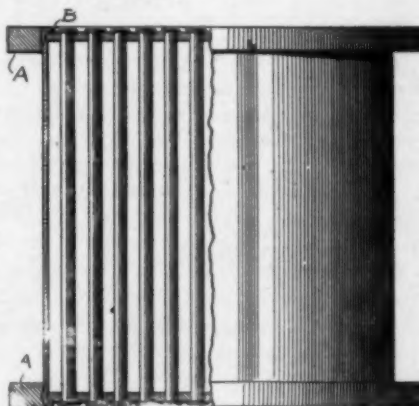
No. 737,517.—F. E. Stanley, of Newton, Mass.

The boiler of the Stanley steam carriage. The invention consists in the manner of securing the shell to the heads. The former is of copper, wound with wire, and the latter are steel and rather thick. The edges of the heads are rounded as shown, and the shell is gripped to them by rings *A A*, which are shrunk on. Calking, if any is required, is done at point *B*.

Change Speed Gear.

No. 737,208.—F. Charron and L. Girardot, of Paris, France.

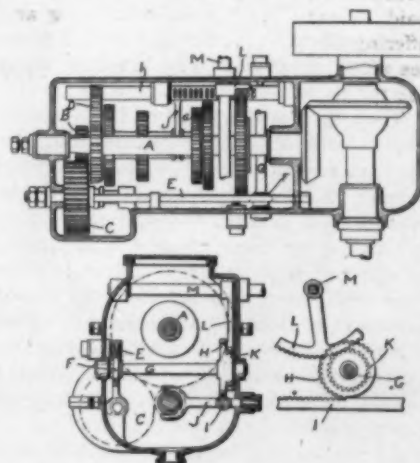
This invention consists in rack and pinion mechanism by which motion is transmitted from a rocking shaft, passing through the gear box, to the forks by which the gear carriage and the intermediate reversing pinion are shifted. The



STANLEY BOILER CONSTRUCTION.

upper figure is a plan section in the plane of the second or driven gear shaft *A*, with various members partly broken away. The smallest or first speed pinion *B* of the gear carriage is shown engaged with the reversing pinion *C*, which is shown out of

mesh with the first speed-gear *D*. To complete the process of reversing, *C* is shifted into mesh with *D* by means of rod *E*, in the bottom of which are cut teeth which engage a segmental pinion *F* on the cross shaft *G*. This shaft, broken in the upper figure, carries a segmental gear *H* meshing with a rack cut in rod *I*. A fork *J* extending from *I* shifts the gear carriage, shaft *G* is rotated by a pinion *K* and segmental gear *L*, the latter attached to rock shaft *M*. The relation of *H*, *I*, *K*, and *L* is clearly shown in the detail sketches. The lower section is taken in the plane of *G*, looking to the left. The toothed portions of *F* and *L* are so proportioned as to pick up and drop the racks with which they engage at the proper time, so that, for example, rod *E* is stationary till *B* has been shifted past *D* to the position shown.



CHARRON-GIRARDOT CHANGE GEAR.

Then pinion *F* picks up *E*, and *H* drops *I*, leaving the gear carriage in position.

Boston to New York by Electric Vehicle.

From Boston to New York in an electric automobile is a feat soon to be undertaken by F. A. Babcock, of Buffalo, who is building a special machine for the purpose at the Buffalo Electric Carriage Company's works, of which he is president. The distance is 235 miles and the through trip has never been made by an electric machine, but Mr. Babcock is confident that it can be done. He is familiar with the road and expects to start October 2. He will leave from the Boston end of the route and will be accompanied by Mrs. Babcock, his son and three Boston friends.

The machine now being constructed will have seating capacity for six persons, a speed of twenty miles an hour, and all the conveniences necessary for a tour. It will run seventy-five miles on one charge.

The Vogue in Shenandoah.

Automobiles were in order last week but are very much out of order this. John Stickler sent the front wheels of his new auto to Omaha to be repaired.—*Shenandoah (Iowa) World*.

Consistencies of the Massachusetts Law.

BY A BAY STATE MOTORIST.

Having always supposed I was a free-born citizen, and having for the past seven years driven my own private conveyance, which happens to be an automobile, I was somewhat surprised upon receiving a booklet from the Automobile Department of the Massachusetts Highway Commission, in which it was proposed to brand me as a supposed future criminal. With it came three blanks—another case of how you "pay your money and take your choice"—two of them for \$2 each and one for \$10. As I was with a motor car manufacturing concern, a manufacturers' application was handed to the firm, but they declined it on the ground they had already paid a State tax for manufacturing and offering their wares for sale and did not see why they should be again asked to pay \$10 for the same privilege.

They then suggested that I take out a professional chauffeur's license, but the application questions were somewhat severe: As to my "experience," to be sure, I have had seven years of it. This is certainly as much experience in driving as some of the little seven-year-old children who pass my house every day seated behind "Old Dobbin" have had.

As regards my "using intoxicating beverages to excess," I presume if I had, I should have spent most of this time of seven years in the "cooler."

As to "having been convicted of any offense regarding the use of automobiles," of course I have not, for I have never been arrested.

The Commission did not send any money to pay for my swearing before a Justice of the Peace, so I shall have to wait for next pay day to get the price. But this was not the hard part of it; I had but just moved to town and, therefore, found it impossible to find three people who had known me and wanted to swear that I did "not have heart disease" or was not a little "insane at times."

Upon reading over the instructions in the book, I was in trouble to know how to place my number on my lamps. The lenses are not extremely large, and as the numbers must be one inch high, I did not know how to put them on without placing them in a circle like a pin-wheel.

Among other requirements in the instructions, I noticed the following:

"A brief description of the automobile or motor cycle, including the name of the maker, the number, if any, affixed by the maker, the character of the motor power, and the amount of such motor power stated in figures of horsepower."

I certainly cannot swear to the make or number, for I bought my car second-hand, and it did not have these requisites affixed. As to the "character" of the motive power, I should consider this very

bad, for it has stopped with me several times since I have owned the machine. I am stuck again, too, about swearing to the horsepower, which I do not know; but the agent in selling it to me stated that it had all kinds of power.

"Upon the sale of any automobile or motor cycle, its registration shall expire, and the vendor shall immediately return the certificate of registration to the Highway Commission, with notice of the sale, and of the name, place of residence, and address of the vendee."

I wonder if I shall have to pay the State \$2 for the privilege of buying another machine?

"Every manufacturer of or dealer in automobiles or motor cycles may, instead of registering each automobile or motor cycle owned or controlled by him, make application upon a blank provided by said Commission for the general distinguishing number or mark, and said Commission may, if satisfied of the facts stated in said application, grant said application, and issue to the applicant a certificate of registration containing the name, place of residence and address of the applicant, and the general distinguishing number or mark assigned to him, and made in such form and containing such further provisions as said commission may determine; and all automobiles and motor cycles owned and controlled by such manufacturer or dealer shall, until sold or let for hire or loaned for a period of more than five successive days, be regarded as registered under such general distinguishing number or mark. The fee for every license shall be \$10."

Although every manufacturer is supposed to pay the State tax for doing business, he is asked to pay another one for the privilege of demonstrating what his cars are worth; and a manufacturer may loan a car to his best friend to make a tour of the State provided he gets back in just five days, but if the machine breaks down and he is not able to get back on the hour, the fine would be pretty expensive.

"The Commission may at any time suspend or revoke any license for any misconduct of the licensee."

In my younger days I frequently saw a horse pass the house on a dead run with a man so drunk he was hardly able to sit on the seat. Although the man paid many fines for his reckless driving, no commission revoked his license to drive his vehicle on the public highway. Only to-day a man left his horse unattended and it ran away and injured two little girls, and I am

wondering if anybody will revoke his license to use the public highway.

"Any person convicted of operating or causing or permitting any other person to operate an automobile or motor cycle after a revocation or suspension of the certificate or license granted under this act for such vehicle, shall be punished by a fine not exceeding \$100, or by imprisonment for a term of ten days, or by both such fine and imprisonment."

This is certainly curious. If the license or certificate is revoked, the poor owner of an automobile cannot sell the machine, for by so doing he would be permitting the purchaser to operate the same, and would be liable to ten days in jail. Worse than that, if he has had his own license taken away, he cannot go out and hail an electric cab to ride to the depot, for he is causing some other person to operate an automobile for his benefit.

The good old Bay State evidently intended that the automobile should be short lived, for matters are now so mixed that nobody shall drive an automobile without first having a license, and no one shall have a license without first knowing how to drive an automobile. Verily, the end of the present generation sees the finish of the automobile, for how is the younger generation to learn how to drive?

Obtaining Licenses in Chicago.

In Chicago an applicant for a license to operate an automobile must undergo a rigid examination, not only as to his mechanical ability, but also regarding his physical condition. An amusing incident occurred recently in the office of City Electrician Ellicott, who examines the applicants. He was confronted by a young negro who asked for a license. After asking many questions, which were all answered to the satisfaction of Mr. Ellicott, though at times with some surprise, he remarked:

"You will do so far as mechanical fitness is concerned, and I will turn you over to Dr. Reynolds for the physical tests." Dr. Reynolds tapped the young man's chest, listened to his heart action, tried the steadiness of his nerve and finally inquired into the condition of the applicant's eyes. At this juncture the young negro, who had begun to show evidences of excitement, created no little consternation by remarking:

"Ah don't see what diff'rence it makes to you, 'slong's my gal's satisfied."

Explanations which followed developed the fact that the young man was in quest of a marriage license and had entered the wrong department in the City Hall.

Second Wind for Long Run.

James Cryder, circuit clerk, had a new lung put in his automobile and left on about a week's tour of Indiana.—*Paris, (Ill.) Gazette.*

Surprises Develop at Detroit Races.

Oldfield and "Baby Bullet" Meet Their Equals in Cunningham and the "999," and in Sincholle and the Darracq—Runabout Transcontinentalists on the Scene.

Special Correspondence.

DETROIT, Sept. 9.—Thoroughly soaked by two days' heavy rain, the big loam track at Grosse Point was in poor condition for the opening day's races, which, because of the severe rain of yesterday morning, were postponed to this afternoon. By the steady running of a large number of automobiles, the track officials managed to put the outside of the track in fair condition, but the inner half of the oval resembled a plowed field as the result of a number of cars running over it before it had a chance to dry. The weather was warm but sultry and rather threatening and the attendance was not what it would have been had the plan of holding the opening races on Labor Day been carried out. Still, the grandstand was comfortably filled. The crowd was an enthusiastic one—when Detroit drivers and machines won out, which was the case in the majority of races. It was plain that their hearts were with Tom Cooper and not with Barney Oldfield, who, while formerly a Detroit hero, has lost caste since he changed his mount and home. This was in surprising contrast to Oldfield's reception in Cleveland, where he was clearly the idol of all.

OLDFIELD SUFFERS DEFEAT.

It was not an Oldfield day; at least, not such an Oldfield day as the champion has been accustomed to experiencing. True, he won two races: the two-mile open and the match with Tom Cooper, but there is no telling how he would have finished had Jules Sincholle, the Frenchman, started in the ten-mile, or had Cooper's "999" been in first-class working order in the match. As it was, Oldfield was outclassed in the five-mile by Sincholle in the Darracq, while in the Manufacturers' Challenge Race for the cup offered by the Diamond Rubber Company, Cooper not only had the satisfaction for wiping out the sting of his previous defeat, but Oldfield was beaten on the stretch by Cunningham with the new Packard racer "Gray Wolf." And what was still worse, Oldfield was forced to yield the Diamond Cup which would have been his permanently could he have won this race, since he had twice before beaten all comers in competition for the cup; once with the identical "999" which defeated him to-day and later with the Winton Bullet.

CUNNINGHAM SHOWS DARING.

The victory of Cunningham with the Gray Wolf over Oldfield was almost as popular with the crowd as the defeat of Oldfield by Cooper. The Gray Wolf which met with hard luck at Cleveland gives promise of great things in the future, while Harry Cunningham, of Detroit, who

handled it in place of W. B. Hulbert, will, with practice, undoubtedly develop into a champion driver. In the fight for second place in the Manufacturers' Cup Race, he showed Oldfield a trick at daring which opened the eyes of those who saw how it was done. Oldfield followed his custom of swinging wide on the bank, and then attempted to crowd over onto the smoothly-beaten portion of the track, but Cunningham, who was alongside, was not to be scared out, and forced the champion to hold a straight course and kept to the smooth strip himself. It was a grim fight down the stretch, but try his best, Oldfield could not force Cunningham over and the latter won by a very small margin.

It was one of the closest finishes ever seen, and the win was a fitting dessert to the bountiful repast which Cooper presented the Detroiters when he came down the stretch an eighth of a mile to the good of the Cleveland who had recently defeated him by a nose.

SINCHOLLE DOES FAST WORK.

The Frenchmen were in hard luck. Both of the Darracqs gave trouble and in several events one or the other of them was out of the running. But when they did go, they made their competitors travel. Sincholle defeated Oldfield by an eighth of a mile in the five-mile open. In the race for the Paris-Madrid machines, Sincholle's car showed its true worth by doing the fastest work of the day. It was claimed by drivers that the track was at least twenty seconds slow, and if such is the case the Darracq flyer can easily be classed with the fastest cars in the world, for the time for the third mile was announced at 1:05, "the fastest mile of the day."

From that on, the announcer was kept busy bringing this statement "up to date." Next it was 1:04 3-5, then 1:03 3-5, and so on down a fraction less for each lap until the eleventh mile was made in 1:02 2-5.

Some of the officials endeavored to have Sincholle keep on to twenty-five miles, as he would certainly have broken records, but he did not understand and stopped after winning the race.

BOOKMAKER A NEW FACTOR.

The presence of one lone bookmaker added a new phase to the game. He was not particularly fortunate in picking the winners and lost heavily on the Cooper-Oldfield match. At first he offered seven to ten on Oldfield and even money on Cooper and then changed it to four to five on Oldfield and one to two on Cooper. In the French race he offered two to one on

Page, two to five on Sincholle and three to two on Papillon. In the handicap for Detroit owners, he made a fair guess, as Newman, who did not show up, was picked as the favorite.

TRANSCONTINENTALISTS ON THE SCENE.

There was an interesting event which was not down on the program. A little Olds, looking much the worse for wear and containing two tanned and begrimed riders, came out on the track and an attendant fastened on the machine this sign:

"This is the first runabout to make a record from San Francisco to Detroit. L. L. Whitman left San Francisco July 10th arriving Detroit Sept. 7th."

The little machine went around the track at a lively pace but the time was not announced.

THE SUMMARIES.

Five-mile open for cars under 1,000 pounds—D. Wurgis, Olds "Private," first; F. Prong, Olds runabout, second; W. Wigle, Olds runabout, third. Time, 8:23 3-5.

Five-mile open for cars under 2,000 pounds—Jules Sincholle, Darracq, first; Barney Oldfield, Winton "Baby," second; Henri Page, Decauville, third. Time, 6:05 2-5.

Ten-mile open—Oldfield, Winton, first; Page, Decauville, second; Papillon, Darracq, third. Time, 12:19.

Five-mile handicap for Detroit owners, cars having road equipment and four passengers—F. C. Riggs, Cadillac (1:03), first; H. S. Pingree, Jr., White (scratch), second; E. L. Ford, Winton (scratch), third. Time 10:27 4-5.

Five-mile match flying start—Oldfield, Winton, first; Tom Cooper, Ford-Cooper, second. Time, 5:46.

Fifteen mile Paris-Madrid match race—Jules Sincholle, Darracq, first; Henri Page, Decauville, second. Time, 16:03.

Five-mile for Manufacturers' Challenge Cup—Tom Cooper, Ford-Cooper, first; Harry Cunningham, Packard "Gray Wolf," second; Barney Oldfield, Winton "Baby," third. Time, 5:32 3-5.

Newport Private Races Abandoned.

Special Correspondence.

The private automobile races scheduled for September 15 at the Acquidneck Park track have been called off, as Mr. Thurston, owner of the track, expects to sell it before that date. In consequence, W. Mason Turner, who has been promoting these races, has been obliged to notify prospective contestants that there will be no races this year. Perhaps in another year Newport will have a track built especially for automobile racing.

No Brakes on the Horses.

Dr. Swezey has sold his team to the livery barn and will let some one else break them in. He says he is going to have an automobile by another season and be able to stop when he wishes.—Wakonda (S. D.) Monitor.

THE AUTOMOBILE

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THE AUTOMOBILE IN WAR.

The use of the automobile in warfare has been suggested frequently in the past two or three years, and the increasing favor with which it is regarded by French, English and German military men is well known. The average layman, however, in whose mind the idea is chiefly associated with the "war automobile" of the slippery Pennington, looks with excusable distrust on suggestions for tying a fighting body down to a lot of rather delicate wheeled machines, which must run on rubber tires and which may be "put out of business" when most needed by a heavy rain or a torn-up road. As a means of transportation for the main fighting body, in battle or out of it, the automobile is not likely ever to be a success.

But the idea of General Miles, as quoted on another page from his report, is quite different and far more reasonable. He proposes to use the automobile for scouting; and in this service there is no reason why it should not be a valuable aid. A reconnoitering party so mounted can appear suddenly and be off before a plan of attack can be directed against their vulnerable machines. If motor bicycles are used, as they probably would be, their loss if damaged and abandoned would not be too serious a matter.

For pioneering, which is also suggested

by General Miles, heavy tractors, not easily damaged, could carry the road-making machinery; and these could be defended by details of soldiery like any other war material.

It is much to be hoped that some practical result may come from these suggestions, for without doubt the "war automobile" when it comes will perform just this kind of service.

OILED ROADS AND CRUDE OIL SUPPLY.

Readers of the very complete and informing report of Special Agent Abbott on the oiled roads of California, published in our last issue, cannot fail to have observed that, in all cases where it can be correctly applied, this treatment of the roads affords a nearly ideal solution of both the dust and the maintenance problems at very moderate cost. Although the process is pre-eminently suited to the dry summers of California, it would appear that the roads of almost any locality in the United States should be amenable to oiling by dint of proper adaptation of the work to the weather. The vital question is whether or not oil can be obtained in quantities sufficient for the purpose.

The first impulse of most people will doubtless be to answer "No;" but if we restrict the consideration to the through or main roads between towns, which should be kept open through the winter, and to the roads in settled districts where the dust problem threatens in the course of a few years to become serious, we have eliminated an enormous mileage not worth treating. If, in addition, we assume that many roads will be macadamized, and the oil used on them merely as a preservative, the quantity of oil required will be still further reduced.

There appears to be no escape from guess-work as to what the available mileage should be, but a rough basis for an estimate may be taken by adding up the mileage of the principal touring roads in the New England and Eastern States. This, so far as given in the Official Automobile Blue Book, amounts to more than 8,000 miles, of which without question nine-tenths could to advantage be oiled. As these are only through roads, it may be estimated that double that mileage of local roads and "feeders" in the same territory would be equally benefited by oiling. That 25,000 miles is a reasonable estimate for these States is indicated by the fact that New York State alone has altogether about 75,000 miles of roads, of which, if the proposed \$50,000,000 highway loan is approved, about 10,000 miles will be rebuilt within the next ten years. On this basis, the available mileage in the whole country should be probably ten times the above, or between 200,000 and 300,000 miles. At 300 barrels per mile, about 75,000,000 barrels of oil would be required for reconstructing this mileage, or approximately the total production of crude petroleum of this country last year. For maintenance,

at twenty-five barrels per mile, 6,250,000 barrels, or one-thirteenth of the same production, would be required annually.

Though these figures are certainly prodigious, it must be remembered that the production of oil last year was over 11,000,000 barrels greater than that of the year before, so that, in view of the fact that the work of reconstruction would be done gradually, we are dealing practically only with the question of perhaps doubling the present rate of increase in production. How long the greater rate of increase could be kept up is, of course, a question, since we cannot escape from the fact that the total oil supply in the world is limited. Most probably the inevitable rise in the price of oil will restrict the mileage actually treated to a figure considerably below the above; but apparently one need not despair of being able to treat and preserve the most important parts of our road system in this manner.

AGE LIMIT FOR OPERATORS.

The question whether or not a license to operate an automobile is to be taken as a certificate of competency has been variously answered by different legislative bodies. In the British Motor Car Bill lately passed, the license is expressly stated to indicate nothing as to competency, but it may be suspended for reckless driving. In the view of the corporation counsel of the District of Columbia, no license should be issued to a person apparently incompetent to operate his machine. As the automobile is not used for profit, in the cases under consideration, the only legal justification for taxing and licensing its use is the assumption that it may be driven to the public detriment or danger. This being the nature of the license, it would seem to be the part of law as well as of common sense to withhold the license in case of proved incapacity to operate the machine properly. Carried to its logical conclusion, this would of course imply examination for fitness, with a board of examiners technically qualified for their work, and the legal machinery involved might be too cumbersome to be justified by its purpose. It might not seem feasible to undertake this expense but certainly the licensing body should have as much right to refuse a permit in case of obvious disproportion between the age of the would-be licensee and the size of his machine, as it would have to suspend or revoke it for criminal recklessness.

We hear a great deal about motorists annoying farmers, but not as much as we might about farmers annoying motorists. Most country teamsters seem to think it no more than fair play to block the road for automobiles when they can; while ignoring the signals of a car approaching from behind, and then turning to the wrong side of the road just in time to invite a collision, is too common for comment. Now we are getting reports of

assaults and threats of shooting. For this sort of thing impromptu fighting is worse than useless. The country districts regard the motorist as an intruder with no rights, and the only way to cure this feeling is to take such cases into court, where the rules of the road will be laid down. Meanwhile a "Thank you" in passing those who give half the road will lubricate matters.

Is there no way of keeping foolish spectators away from the fence in track races? Most of them have at least an inkling of the danger to which they expose themselves, and profess themselves willing to take their chances; but that does not prevent their injury, in case of an accident, from injuring the sport.

Since it is the asphalt base which is the useful constituent in oils used on roads, it would seem as if a considerable economy in the use of oils might be effected by dissolving crude asphalt in the oil up to the limit of density which can be successfully worked. As any crude petroleum is a solvent for asphalt, this expedient might make it possible to use oils containing very little asphalt. Probably also the methods of treatment might be modified to admit of using oil richer in asphalt than has yet been tried.

The dates for the mailing of application blanks and the allotment of space for the Madison Square Garden show, as announced in our issue of August 22, were obtained from the Madison Square Garden Company, which, as it subsequently developed, was acting prematurely. The dates first fixed on by the N. A. A. M. and A. C. A. were about a week later; but, as announced in another column, these have been still further postponed, in order that the Reliability Run may not deprive applications of proper consideration.

The new device hit upon in Washington, of attaching a speedometer to the bicycle with which the policeman pursues the motorist, is so simple that one wonders why it has not been universally adopted before. If the instrument is correctly calibrated there is no chance, or very little, of a charge being preferred on insufficient grounds. Apparently the only defect of the scheme is that the motorist can slow down when he sees the officer following him; but this is really only the same thing as saying that he can cease breaking the law.

Where His Courage Failed.

He had rescued maids from drowning,
He had chased the grizzly bear,
He had marched away to battle
And had been heroic there.

He had faced the frontier bully,

No man ever saw him cowed,

But he didn't have the courage

To say "chauffeur" in a crowd.

—New York Herald.

Accidents Mar Automobile Racing.

Exploding Tires Cause Winton Bullet and Ford-Cooper Racers to Crash Through Track Fence at Detroit—Oldfield Slightly Injured and One Spectator Dies.

Special Telegram.

DETROIT, Sept. 9.—One fatal accident, and numerous tire troubles that caused several narrow escapes and minor accidents marred the otherwise good sport on the second day of the Grosse Point track races.

The last two heats of the five-mile special match race between Tom Cooper (Ford-Cooper) and Oldfield (Winton), the first heat of which was won by Oldfield on the day before, were run off, each contestant winning a heat, but Oldfield's previous victory gave him the race. Oldfield's time in the last heat was 5:15 2-5. Cooper's time for the first heat, which he won, was 5:18 3-5. Oldfield made the best mile of the race, his time being 1:02 1-5.

One of the most interesting events of the day was a ten-mile triangular race between the French rivals, Papillon (Darracq), Page (Decauville) and Sincholle (Darracq). Sincholle won without difficulty, Page finishing some distance behind. Papillon had trouble with his motor and withdrew. Sincholle's time was 10:44.

In the five-mile open race Sincholle scored another victory, his time being 5:24, which was a slightly better average than he was able to maintain in the ten-mile triangular race. Page finished second.

In a three-mile race limited to cars weighing 800 pounds or less, F. Prong (Oldsmobile) won handily in 4:45.

The ten-mile handicap went to Harry Cunningham (Ford-Cooper), Dan Wurgis (Oldsmobile) taking second place. Wurgis had a start of one minute over the scratch competitors, and Cunningham's handicap was 30 seconds. Time, 10:58 3-5.

OLDFIELD'S BAD ACCIDENT.

It was during the last event of the day, a ten-mile open race, that a tire exploded on Oldfield's "Baby Bullet" as he was turning into the stretch on his seventh mile and threw him off the track, causing fatal injuries to a spectator, Frank Shearer, who was sitting on the fence through which Oldfield's machine plunged.

It seemed almost a miracle that Oldfield himself was not killed.

Just before the accident, but during the race in which it occurred, Oldfield had experienced some trouble with his motor which necessitated a delay of about two minutes, thus giving Cunningham, the only competitor he feared, an opportunity to get a winning lead with his big yellow "999" flyer. Oldfield was soon going again at a rate of almost a mile a minute, when suddenly one of the front tires exploded, as he was taking the banked curve, and he shot through the fence at a point where the track is six feet above the ground. Such was his phenomenal good

fortune, or presence of mind, that instead of striking two large trees directly in his path, Oldfield seemed instantly to steer the machine to one side. The car struck a small tree, however, turned completely around and stopped, with the wood top a mass of splinters.

Oldfield's clothes were torn off him, his shoulder was badly cut and he sustained a broken rib.

Frank Shearer, a spectator, who was sitting on the fence at the point where it was torn away by Oldfield's machine, was struck and severely injured. An ambulance was sent for, but before its arrival at the hospital the unfortunate man breathed his last. After the accident to Oldfield the ten-mile open went to Cunningham. Time, 10:53 4-5.

CUNNINGHAM CRASHES THROUGH FENCE.

In the five-mile open race a tire burst on Cunningham's big racer as he turned off the back stretch and he dashed through the fence on the inside of the track. The front wheel of his machine was shattered, but the driver escaped injury. Henri Page also lost a tire during the ten-mile handicap, but he succeeded in almost instantly stopping his Decauville car and prevented it leaving the track. The two front wheels, however, were smashed.

THE SUMMARIES.

The summaries of the day's events are as follows:

Three-mile for 800 pound cars and under—F. Prong (Oldsmobile), first. Time, 4:45.

Ten-mile triangular race—Sincholle (Darracq), first; Page (Decauville), second. Time, 10:44.

Five-mile open—Sincholle (Darracq), first; Page (Decauville), second. Time, 5:24.

Ten-mile handicap—Harry Cunningham (Ford-Cooper), 30 seconds, first; D. Wurgis (Oldsmobile), 1 minute, second. Time, 10:58 3-5.

Five-mile match—Second heat, Tom Cooper (Ford), first; Barney Oldfield (Winton), second. Time, 5:18 3-5. Third and final heat, Oldfield, first; Cooper, second. Time, 5:15 2-5.

Ten-mile open—Harry Cunningham, first. Time, 10:53 4-5.

A Bovine Tragedy.

Ernest Goodwin and a friend were out pleasure riding Monday evening in an automobile. The machine ran over a valuable cow owned by S. E. Johnston and broke one of her legs.—Greencastle (Ind.) Banner.

Foreign Makers Combine for Defense.

Four European manufacturers of leading foreign automobiles have formed a combination to defend any action that may be taken against their agents in America by the Association of Licensed Automobile Manufacturers. It can be stated on information from authoritative sources that the agreement is in effect and is on deposit, together with a large defense fund. The parties to the agreement are the makers of the Panhard, Mors, De Dietrich and Renault cars.

It is not the plan, under the agreement, to attack the Selden patent, but to oppose any attack made on any one of the four

makers of cars named, the fund in bank being held to the joint account.

When asked if some compromise agreement would not probably be brought about before a suit was instituted, the informant said: "I do not know. There are powerful local influences back of the combination that could promise a struggle of giants, and it is not money alone that the combination has with which to go into the fight. However, Baron De Dietrich will arrive in this country by the end of this month. He can speak for himself and his associates, for associates there are, that is positive.

FOSDICK AND SKINNER MAY MEET IN PROVIDENCE RACES.

Special Correspondence.

BOSTON, Sept. 8.—One of the most interesting features of the coming Rhode Island races at Narragansett Park, so far as the Boston group of automobile enthusiasts is concerned, seems likely at this writing to be a pursuit race; for Kenneth A. Skinner, eager to wipe out a defeat incurred by him at the Massachusetts Club races at Readville early in the season, has challenged his old-time rival, Harry Fosdick, to meet him again at Providence. Skinner and Fosdick have been rivals ever since the automobile game came to be worth the playing in this neighborhood, and these two are not only the most daring but probably the most skillful automobile operators and racing men in the New England district. They have raced against each other on every important automobile course in or near Boston, and are the only two local operators who have persistently striven to beat each others' records in road riding by automobile between Boston and New York.

When Skinner challenged, ten days or more ago, he had at his back a brand-new 18-horsepower, two-cylinder DeDion racer, which he had just brought back with him from Paris, where he has been for a few weeks this summer. Fosdick, on the other hand, was "up against" the new edict from his chief at the Winton headquarters in Cleveland that hereafter no Winton agents or special trade representatives should enter contests or races, but should stand in the background, attend strictly to business, and let the special team of racing men do all the spectacular work.

Harry Fosdick is not the man to be downed without a struggle, however, and he quietly went to Cleveland, where he had a talk with Mr. Winton. At least, that was what he intended to do. At his office here, it was said that he had gone to talk business, and to have a look at the Detroit races; but those interested in the race possibilities believed from the outset that he had gone to see if permission could not be granted for him to meet Skinner at Provi-

dence, and to find out also if a high-power Winton car would not be spared long enough to have a farewell "go" at the new DeDion racer.

Skinner was encouraged to take this view when he found that his rival had gone to the West, but he took the precaution to state that his challenge wasn't made with the intention of letting Foster trot out a monster on him. "I won't say anything if he comes back with a machine of 24-horsepower," said Skinner; "but I wouldn't meet him if he had anything more than that. My machine is only eighteen, and I wouldn't go up against anything over twenty."

ANOTHER NATIONAL ORGANIZATION OF AUTO CLUBS PROPOSED.

Special Correspondence.

BUFFALO, Sept. 7.—A meeting of the Board of Governors of the Automobile Club of Buffalo was held last week in the office of President William H. Hotchkiss, and much business of importance was transacted. One of the chief topics considered was the project to form a National Automobile Club or a League of Automobile Clubs.

President Hotchkiss emphatically expressed himself in favor of the formation of such an organization, for he believes it would have great power and would work great good in securing legislation which would bring about better roads throughout the country. Mr. Hotchkiss and Secretary Wagner will go to Syracuse as delegates from Buffalo, prepared to urge the measure forward, to attend a meeting at which preliminary steps will be taken towards the formation of such a league.

Secretary Wagner reported to the meeting that many of the members of the club who have been spending summer vacations out of the city have returned home and some have reported that they are ready to participate in the club run to Niagara Falls on September 19. The suggestion had been made that the run be made in the nature of a masquerade, but the discussion at the meeting proved that the governors were rather opposed to making an exhibit

of themselves and the suggestion was frowned upon.

It was suggested that during the stay in Buffalo of the participants of the fall endurance run between New York and Cleveland the members of the Automobile Club of Buffalo should entertain the participants in the contest, who, it was announced, would be here 300 strong on October 10, 11 and 12, and by unanimous vote the governors recommended to the members of the club that they be received and entertained, the details being left to the entertainment committee.

Secretary Wagner read a letter from the Toronto Automobile Club extending a hearty invitation to the members of the local club to visit Toronto during the annual Canadian fair, as guests of the Canadians. It was stated that there would be charging stations on the exposition grounds, and that all possible arrangements would be made for the pleasure and accommodation of the visitors. Many members of the club will take advantage of the invitation.

NEW YORK TO HAVE SUPERB NEW AUTO ESTABLISHMENT.

One of the finest automobile establishments in the world is to be opened in New York City this autumn. It will be known as the De Dietrich Club. The exact location has not been announced, but it will be somewhere in the vicinity of Fifth Avenue and Thirty-fourth Street. There will be a showroom for De Dietrich cars but no storage room. Above the repository will be parlors, baths and all the conveniences of a modern club, including sleeping apartments. The sleeping-rooms will be at the disposal of out-of-town owners of De Dietrich cars without cost to them for two nights successively at any time.

The final arrangements are awaiting the arrival of Baron De Dietrich, who is expected in this country by the end of this month. Preliminary work is being done by A. Lemaitre, American agent for the De Dietrich cars.

New N. A. A. M. Officers Elected.

Colonel Albert A. Pope has been elected a member of the executive committee of the National Association of Automobile Manufacturers to fill the vacancy left by H. Ward Leonard, resigned. Mr. Leonard was first vice-president of the association, and Windsor T. White, of the White Sewing Machine Co., has been elected to that office. Charles Clifton, of the Geo. N. Pierce Co., is now second vice-president and R. E. Olds, of the Olds Motor Works, is third vice-president.

Barney Oldfield is to have a team mate in the fall races so far scheduled. John Jack, who accompanied Mr. Winton to Ireland as his mechanic, will drive the four-cylinder car used by Percy Owen in the international cup race.

Probable Change in Endurance Run Dates.

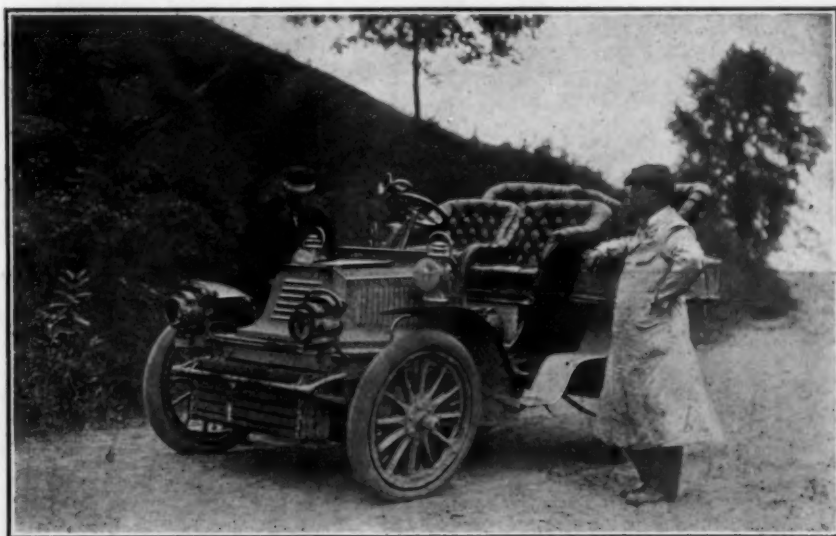
An important change in the New York-Pittsburg endurance test is under advisement. As the plans now stand, the run is to start on Wednesday, October 7, and to finish at Pittsburg the following Wednesday, with the over-Sunday stop at Buffalo. This calls for a run of 133 miles from Cleveland to Pittsburg on the last day through a hilly section and over indifferent roads.

Secretary Harry Unwin, who returned to New York on Tuesday, from a trip over the route, will, as a result of his findings on this last stage, recommend that the distance be divided into two stages with the over-night stop at Youngstown, sixty-eight miles out of Cleveland. While this change has not yet been finally decided upon, it is the general opinion, particularly among those who have traveled in that section, that the change should be made.

sandy and the numerous hills are particularly stony. The total distance of the run is given as 794 1-4 miles.

Manager S. A. Miles and Secretary Harry Unwin are at work on the data accumulated by the latter and will soon publish details as to route, hotels, etc. There will be no maps of the route, since to be of real value they would have to be too bulky to be conveniently handled. The route description, replete in detail, the pilot cars scattering confetti and the signs to be erected should leave no excuse for going wrong. It is planned to have the catalogue of the run out at least one week before the start.

The White Sewing Machine Company and the Geo. N. Pierce Company have placed cars at the disposal of the association for special service. The Packard Motor Car Co. has also offered a car for the general use of



SECRETARY UNWIN AND WILLIAM ARBER INVESTIGATING ENDURANCE RUN ROUTE BETWEEN YOUNGSTOWN AND PITTSBURG.

Otherwise, the distance and the character of the roads will be a severe strain on those in the run, coming at the end of their long journey and close observance of all the rules.

In order that such a change should not interfere with the events to come after the run, the new program would call for the start to be made from New York on Tuesday, October 6, and the over-Sunday stop to be made in Erie, Pa.

The route between Cleveland and Youngstown will be through Chagrin Falls, Auburn, Troy, Parkman, Southington, Warren and Girard, in Ohio. From Youngstown, O., to Pittsburg, Pa., the route is through Poland, Middletown, Petersburg, Enon, Darlington, Beaver Falls, New Brighthon, Rochester, Freedom, Conway, Economy, Sewickly, Einsworth, Avalon and Allegheny.

For forty miles out of Cleveland there is a mud road that is heavy after a period of rain. Much of the rest of the 133 miles is

the contest committee. During the run the garages will be in charge of L. L. Fest, of Chicago.

Entry blanks for the run, recently issued, require the following details: Name and address of entrant, name and address of operator, name and address of observer, name of car to be entered, name and address of maker, class to which car belongs, retail selling price as equipped for contest, weight with tanks filled and car equipped for contest but exclusive of extra parts, water capacity, gasoline capacity, number of passengers for which car is designed, number of cylinders, bore and stroke of engine, revolutions per minute at twenty miles an hour, arrangement and location of engine, two or four cycle, size of wheels, wheel base, form of ignition, special lubricating and other devices included in retail selling price, make of tires, single or double tube, size, and retail price per tire.

The entries close September 22 at 4 P. M.

No entry tendered later can be accepted under any conditions.

SCIENTIFIC HANDICAPPING AND POINTS PRIZES FOR YONKERS MEET.

In addition to the open speed contests and special match races which are included in the program of events scheduled for the Empire City track meet at Yonkers, N. Y., on October 3, there will be a special handicap race and a novel competition to decide the trade championship.

In the first of these events the endeavor will be to handicap the machines scientifically in proportion to their power, weight and efficiency. Their past performances and the skill of the operators will also be taken into account. It will be known as the Empire Handicap, and will be in charge of a committee of three, consisting of S. A. Miles, manager of the National Association of Automobile Manufacturers, Herbert L. Towle, and A. G. Batchelder. A large number of entries is expected, as it is believed that this will be the first track race ever run under a scientific system of handicapping.

In recognition of the friendly rivalry which exists among automobile manufacturers and agents, the managers of the Empire track meet have decided to offer a silver trophy for the manufacturer whose machines make the highest number of points in the open races. Each victory will score five points, while second place will count three points, third place two points and fourth place one point. Points made in the mile record trials will count, but nothing will be awarded for places in the match races. It is expected that an opportunity to compete for the manufacturers' cup will attract a number of additional contestants; in any event, this trophy will add much interest to the occasion.

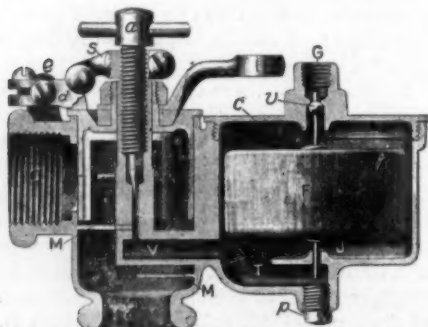
WORLD'S FAIR AFFECTS ST. LOUIS RETAIL BUSINESS.

Special Correspondence.

St. Louis, Sept. 5.—For the size of the city, St. Louis has very few automobiles, probably not over 400, which is less than half the number in use in Detroit, although St. Louis is more than twice the size of Detroit. The number of dealers is correspondingly small. Of the four or five dealers, two of them, the Mississippi Valley Automobile Company and the Halsey Automobile Company, have unusually fine places, both being specially constructed for the automobile business. Mr. Halsey says that the World's Fair next year will undoubtedly be a help to the automobile business in St. Louis. Several large commercial firms expect to buy touring cars and keep them in commission simply to entertain customers who visit the city to buy goods once or twice a year, and usually come alone, but will on account of the fair, bring their families next year. One car has already been sold for early delivery in 1904 and has several others under consideration.

The Kingston Carbureter.

The especial feature of this carbureter, a sectional cut of which is shown herewith, is the method of obtaining mechanical regulation of both the air and the fuel supply. In substance, the principle used is to locate the spraying orifice as close as possible to the throttle valve, and to open



PART SECTIONAL VIEW OF THE KINGSTON CARBURETER.

and close a needle valve acting on the gasoline coincidentally with the opening and closing of the throttle. This prevents the greater intensity of the air flow when the throttle is partly closed from sucking the gasoline too rapidly, and *vice versa*.

Referring to the cut, *J* is the float chamber, and *F* the float. The gasoline enters at *G* past the ball valve *v*. *T* indicates a settling pocket for dirt, closed by a plug *p*, removable for cleaning.

The normal level of the gasoline is just below the needle valve, from which extends horizontally a short duct, ending in a pin-hole spraying orifice *t*. The throttle valve is in the form of an annular shutter *D*, cut open on the further side in the cut, which shows one edge of the aperture partly covering a triangular post in the wall leading to the outlet *C*. The orifice *t* is located close to the apex of the triangle, through which all the air must pass when the throttle is nearly closed.

The throttle is worked by the arm *L*, which may be clamped to it in any convenient position by the nut shown. Cast on the throttle is a lug *d*, in which a set-screw is adjusted to come against a stop *e* to define the slowest speed position. An arm *s* has a ball-shaped end slotted to engage *d* loosely, and is arranged to clamp on the stem *a* of the needle valve, causing the latter to turn with the throttle and slightly unscrew as the latter opens. Thus the amount of fuel sucked is governed not by the velocity of the air current past the nozzle, as in vaporizers whose throttle is some distance beyond the nozzle, but by the opening of the needle valve. The latter can be adjusted for the smallest throttle opening by slackening the screw in *s* and turning *a* to the proper point. If necessary to obtain the right mixture on opening the throttle wider, the angle of taper of needle valve may be changed by filing or turning. This may be necessary to adapt the carbureter to particular styles

of motors, but, once done, it is right for any motor of that kind.

MM are baffle plates intended to prevent the mixture from puffing backward as the inlet valve closes.

The Kingston carbureter is at present made in following sizes: 3-4 inch, 1 inch, 1 1-4 inch, 1 1-2 inch and 2-inch. For motor cycles a smaller edition is made, with holes 1-2, 5-8, and 3-4 inch actual sizes, to be connected with seamless tubing 1-8 inch outside diameter larger than the inlet. For the motor cycle carbureters the fuel connections are for 1-4 inch seamless brass tubing. The larger sizes have stand and pipe connections.

This carbureter is made by Byrne, Kingston & Co., Kokomo, Ind.

Automobile Band Wagon Leads Parade.

The initial feature of the recent Old Home week celebration at Bridgeport, Conn., was an automobile parade. About fifty machines assembled at the rendezvous at Seaside Park, notwithstanding the protracted period of rainy weather during the last week of August immediately preceding the occasion.

The most striking feature of the parade was an automobile band wagon, which had been fitted up by the Locomobile Company of America. The chassis of a standard

The parade was led by Grand Marshall A. L. Riker and party in a 1904 model gasoline car, which attracted much attention. Following the band wagon came the smaller cars, including steam, electric and gasoline vehicles, with the large touring cars bringing up the rear. Many of the cars were decorated, but the extremely unpropitious weather prevented the anticipated display of flags and bunting. A number of vehicles belonging to members of the Bridgeport Automobile Club bore club flags and other decorations.

D. W. BISHOP'S 60-H. P. MERCEDES BURNED ON RAILROAD FERRY.

A 60-horsepower Mercedes automobile recently imported and consigned to David Wolfe Bishop, who is staying at Lee, Mass., was partially destroyed by fire on a car float at the New York, New Haven & Hartford Railroad pier in the East River, N. Y., on Friday, September 4. The vehicle, which was one of the Gordon Bennett type racing cars, built by the Cannstatt, Germany, company, was one of the highest-priced machines so far imported into this country.

The cause of the fire remains a mystery, but it soon became evident that the flames were fed by gasoline, which was leaking from a defective supply tube or joint in



AUTOMOBILE BAND WAGON USED IN THE BRIDGEPORT PARADE.

16-horsepower gasoline car was fitted with a platform and seats to accommodate twelve members of the Wheeler & Wilson band and the leader, as well as two attendants representing the automobile company. As will be seen from the accompanying illustration, the band wagon was artistically decorated with bunting and flags.

the fuel system, and the railroad employes were inclined to keep well away from the burning vehicle. The fire-boat, Seth Low, aided the Manhattan firemen, who were hurriedly called to the scene, in extinguishing the flames.

Contrary to the reports published in the daily press, no explosion occurred, but the fire burned fiercely for half an hour.

NEW VEHICLES

The Premier Touring Car.

In the accompanying cut is shown a view of the chassis of the Premier touring car, a new Western machine embodying a considerable number of up-to-date features. The motor is twin-cylinder, and the transmission is by sliding gears, jointed propeller shaft, and bevel gears. The main frame is of pressed steel, giving the lightest construction possible for a given strength. A false frame carries the motor and gear box. Semi-elliptic springs 40 inches long, insure easy riding.

The motor cylinders are of 5 inches bore by 6 inches stroke, and develop presumably about 8-horsepower each. The inlet valves are mechanically operated, and are situated opposite the exhaust valves. A leather-faced cone clutch of the usual type, but so designed that its thrust is self-contained when the clutch is engaged, transmits the power to the gears. The latter give three speeds and reverse, and the drive is direct on the third or high speed. One lever controls all four gear changes, and an interlocking device prevents shifting of gears except when the clutch is released. The gears are of wide face and coarse pitch, making them strong enough for any reasonable requirements. The primary and secondary gear shafts are in the same horizontal plane, giving easy access to both. Aluminum is used for both the gear box and the motor crank case.

A split steel casting, ribbed to avoid the usual trusses, encloses the rear axle and

operator while running. Jump spark ignition is used.

Both the gasoline and water tanks are made of copper to prevent rust. The former is cylindrical with oval heads, and is mounted with the battery under the operator's seat. The water tank has

Locomobile 16-H.P. Touring Car.

The accompanying engraving illustrates to what extent some of the manufacturers of leading American gasoline cars are studying the comfort and convenience of their patrons. As will be seen, this handsome vehicle is fitted with a particularly



LOCOMOBILE 16-H. P. TOURING CAR, WITH CANOPY TOP AND HAMPERS.

rounded corners for greater durability, and is attached to the front of the dash.

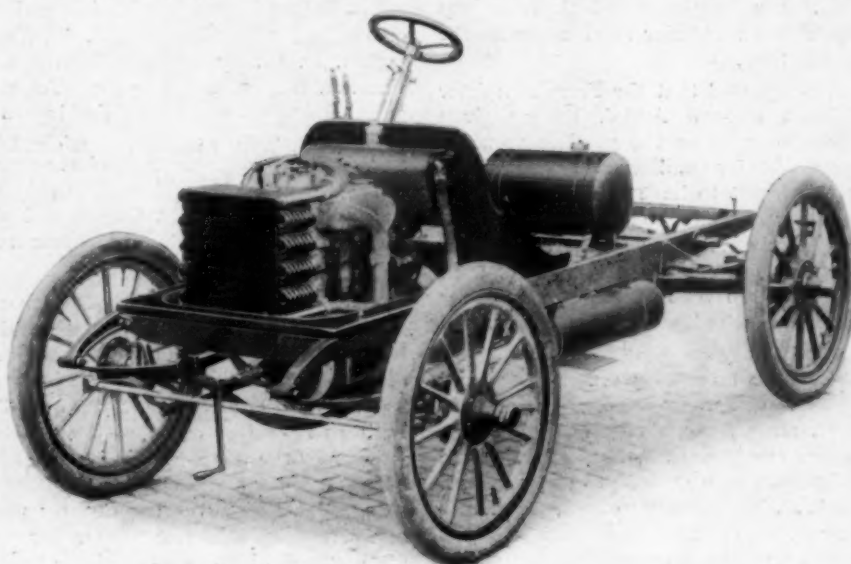
The wheels are 34 inches in diameter, with 3 1-2 inch clincher tires. The tonneau has a high back to exclude dust, and a

luxurious King of the Belgians body. The large canopy top, which is easily removable is fitted with leather storm curtains and a substantial glass front which offer ample protection to the occupants of the car. The small rear drop curtain may be left down, as shown, in dry weather as a dust shield with excellent results.

A suitable space is provided for luggage on top of the canopy. The upholstery of the car is of best quality leather, well padded and provided with brass-trimmed roll arm rests which add to the comfort of the passengers. The rear mud guards are flared widely and extend well down over the driving sprockets, while the front guards are designed to protect the passengers regardless of the angle of the steering wheels. The artistically molded body is constructed of aluminum and finished to perfection.

This car, which is the latest production of the Locomobile Company of America, possesses a number of improvements in mechanical details. The 16-horsepower motor is of vertical, four-cylinder type. A cellular radiator, of unusually large cooling surface, in conjunction with a large motor-driven fan, effects the cooling of the circulating water. The chassis is constructed entirely of steel. It will be observed that the machinery is entirely protected from below.

This car is a most creditable addition to the increasing number of luxuriously-appointed automobiles of American manufacture.



CHASSIS OF PREMIER TOURING CAR, WITH PRESSED STEEL FRAME.

compensating gear. In addition to the service brake at the rear of the gear box, emergency brakes with internal expanding rings are fitted to the rear wheel hubs. The pedal control system is used, and the motor speed is limited by a throttling governor which may be adjusted by the

folding seat on the front of the rear door. The rear extremity of the tonneau is within the extremity of the rear wheels, avoiding the teeter board effect which comes from an overhanging rear.

The maker of this car is the Premier Motor Mfg. Co., of Indianapolis.

News and Trade Miscellany.

The Brecht Automobile Co., of St. Louis, is erecting a new brick building to take care of its increasing business.

The St. Louis Motor Carriage Co. is now building all the bodies for the St. Louis rigs, using especially selected lumber.

The Cleveland Automobile & Supply Co. has had gratifying success in introducing the Cadillac, having sold about fifty of these popular cars.

A new hand flashlight, designed especially for automobile use and of a size convenient for carrying in the tool box, has been placed in the market by the American Endoscopic Co., of Providence, R. I.

The Bartholomew Co. of Peoria, Ills., is erecting a handsome brick factory near the old one that will triple the capacity of the plant. It will continue to manufacture the Glide runabout with 1904 improvements, but will make a touring car also.

At a recent meeting of the Milwaukee Automobile Club the following names were added to the list of active membership: Dr. William Sweemer, A. B. Ferdinand, August Engel, G. F. Discher and F. Solli-day. B. F. Steinell, of Milwaukee, and Rev. Sigismund Wozney, of Princeton, Wis., were elected as honorary members.

The C. F. Sparks Machine Co., of Alton, Ills., will continue to make a two-cylinder opposed motor, but has new patterns finished and will soon have a new motor on the market which in construction will be novel enough to attract attention. C. F. Sparks, who is at the head of a very large milling company, is a thorough mechanic and the inventor of several intricate and successful appliances for factory use.

During the recent automobile tour to the Arctic Circle, made by Mr. and Mrs. Charles J. Glidden, of Lowell, Mass., many interesting experiences were met with, particularly in overcoming legal restrictions in the far North. In one district the Governor insisted that the large car in which the Gliddens were traveling should be preceded by a man on horseback, who was ordered to clear the way, warning the entire population of the approaching tourists.

State Auditor Iverson, of Minnesota, in making his recent yearly report on personal property returns in the city of Minneapolis, finds that between 250 and 300 automobiles have been taxed in that city, at a total valuation of \$20,000. It is stated that about 200 automobiles remain untaxed because their owners have given proof that they were purchased since May 1 of this year. Automobiles and motor cycles in Minneapolis have been assessed in the same class with "wagons, carriages, bicycles and other vehicles."

New York Garage Company is making extensive alterations and improvements at 140 W. 38th St., preparatory to opening a New York salesroom for the Richard-Brasier, Searchmont and Rambler cars.

A petition in involuntary bankruptcy was filed on September 1 against the I. A. Weston Company, of Syracuse, N. Y. The capital of the company is \$34,000. The liabilities are reported to be about the same. The company made automobile parts.

George M. Mulligan, of New York, and his son, accompanied by two friends, recently climbed the Pike County, Pennsylvania, hills in an automobile. This was the first time that a motor vehicle had been seen in the vicinity of Forest Lake, and the event created much interest among the summer residents.

K. Franklin Peterson, Manufacturing agent, has been joined by J. S. Draper, and the new firm will be known as Peterson & Draper. They will be located at 165 Lake Street, Chicago, and represent the Brown-Lipe Gear Co., Baldwin Chain & Mfg. Co., Midgley Mfg. Co., American Roller Bearing Co. and Cleveland-Canton Spring Co.

Mr. and Mrs. Thomas Midgley, of Columbus, O., are to spend their vacation in Europe this summer, having sailed for England recently, accompanied by a party of friends. Mr. Midgley has been negotiating with some English capitalists for the sale of his foreign patents covering the Midgley tubular steel automobile wheel, and it has been reported that his trip abroad has particular significance at the present time.

It is reported that the French Minister of War, General André, having given serious thought to the possible value of automobiles for auxiliary army transportation, is about to have a detailed register of motor vehicles compiled, which will give the names of all native automobile owners together with descriptions of their machines. In time of war such vehicles as were required could be then ordered into service without delay.

The actual cost for maintenance and operation of an automobile is a matter in which most motorists or intending purchasers are interested, but few have the patience to keep account of expenditures. Dr. A. D. Yorhe, of Brockton, Mass., has done so, however, with remarkable results. During a period of ten weeks this summer he found that the cost of running the Model C. Packard car, which he bought early in the summer of 1902, and which he had driven a total distance of 1,417 miles, averaged \$1.20 a week. The items are as follows: Sixty-five gallons of gasoline at 16 cents a gallon, \$10.40; lubricating and cylinder oil, \$1.35; graphite, 25 cents; repairs, nothing; total, \$12.

The entire line of the E. R. Thomas Motor Car Co., formerly handled in Boston by Bates' Brothers, now retired, will henceforth be represented through New England by C. S. Henshaw, with headquarters at 147 Columbus Ave., Boston.

The Boston agency for the Ford gasoline cars was opened recently at 257 Columbus Avenue. N. L. Grant, who for the past ten years has had full charge of the American Bicycle Company's repair department in Boston, is manager.

Omaha, Neb., now licenses its chauffeurs, and proposes in case of proved negligence or incompetency to revoke the license forever. Such a law should not disgrace the statute books a day, and it may well be doubted if it will be upheld by the courts.

C. O. Reichert, one of the pioneer dealers in motor vehicles in New England, has just completed his new building at 40-44 Temple Street, New Haven, Conn. It was built especially for the sale and care of automobiles, and has floor space for the accommodation of seventy-five vehicles, in addition to a repair shop and power plant for lighting and charging purposes.

The Cleveland branch of the Geneva Automobile & Mfg. Co. has sold about thirty steam cars, most of them being of the dos-a-dos type. Quilling Brothers, managers of the store, sold five of the large touring cars. About ten of their cars are now being used every day by doctors. They state that the Geneva company is buying material and going ahead with plans for a much larger output next season.

The Edison Automobile Station has been opened at 715 Thirteenth St., N. W., Washington, D. C., by Leslie Edison, son of Thos. A. Edison, the inventor. The new garage is one of the finest in Washington in point of equipment. The repair, storage and charging departments will be in charge of skilled men and patrons will be afforded every convenience. Mr. Edison will also carry a representative line of machines for sale.

The report comes from London that a number of ladies, high in social position but low in finances, are making a business of acting as commission agents for well-known automobile manufacturers. The business is carried on in such an artless manner by the fair agent that her wealthy friends who are invited down from London to spend a holiday at her country place never realized that her fine motor cars are really not hers at all, and she recommends certain makes with such sincerity that they never hesitate to order duplicate cars, when they get back to town. It is stated that these lady agents are accustomed to demand no less than 20 per cent. of the selling price of each car, and as vehicles are frequently sold at high premiums, it can be well imagined that the business is extremely profitable.